

LIVEABLE NEIGHBOURHOODS



RUCHILL
HAMILTONHILL
POSSILPARK
PORT DUNDAS
COWLAIRS

STAGE 0/1
FEASIBILITY REPORT
FEBRUARY 2022



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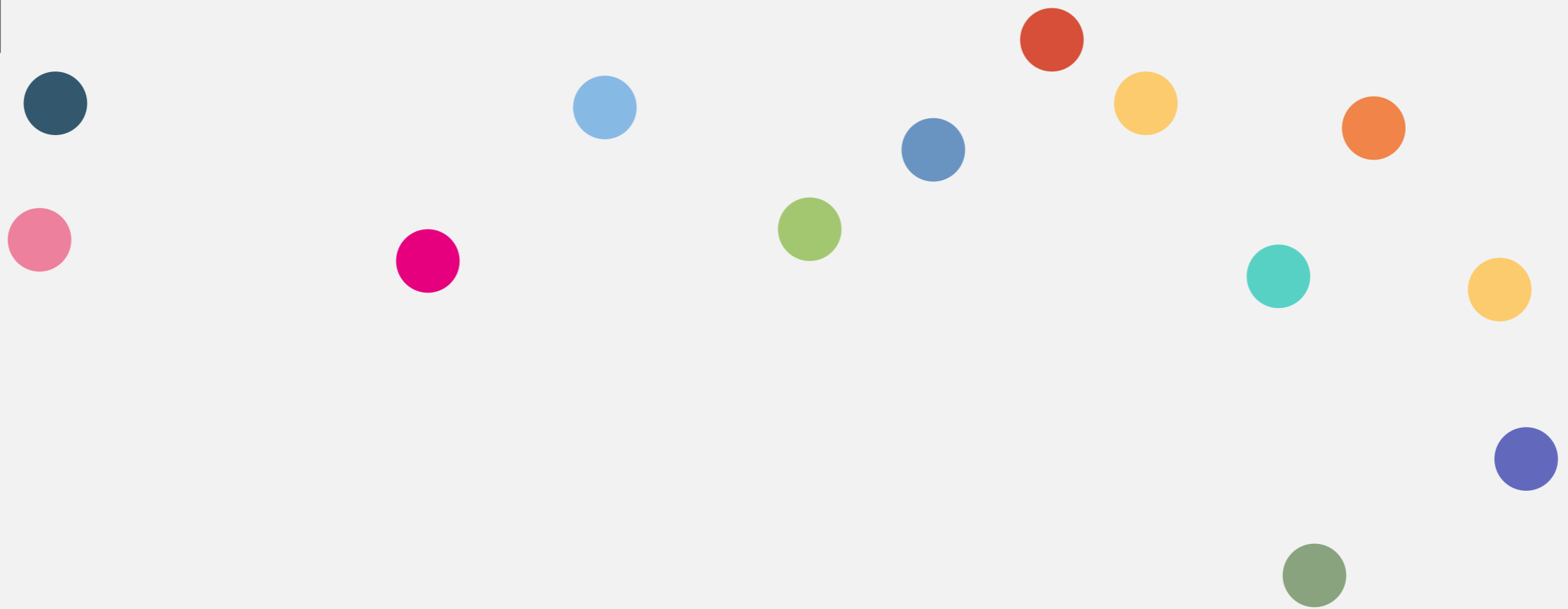
LIST OF ABBREVIATIONS USED IN THIS DOCUMENT -

GCC	Glasgow City Council
LN	Liveable Neighbourhoods
LTC	Local Town Centre
EJ	Everyday Journey
AT	Active Travel
SFP	Streets For people
LTN	Low Traffic Neighbourhood
PPP	Planning Permission in Principle
LSF	Local Shopping Facility
BID	Business Improvement District
SIMD	Scottish Index of Multiple Deprivation

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1

Introduction



INTRODUCTION LIVEABLE NEIGHBOURHOODS BACKGROUND

This report assumes the reader has a basic knowledge of Glasgow's [Liveable Neighbourhoods Toolkit](#).

This Toolkit has been produced at an incredibly exciting moment for Glasgow and Scotland. The level of ambition in relation to active travel, localism and climate action has radically increased in the last few years.

At the same time, there has been a rapid acceleration of innovation and implementation of new approaches to improve the quality of life in urban areas, which prioritise people moving on foot, by bicycle and public transport.

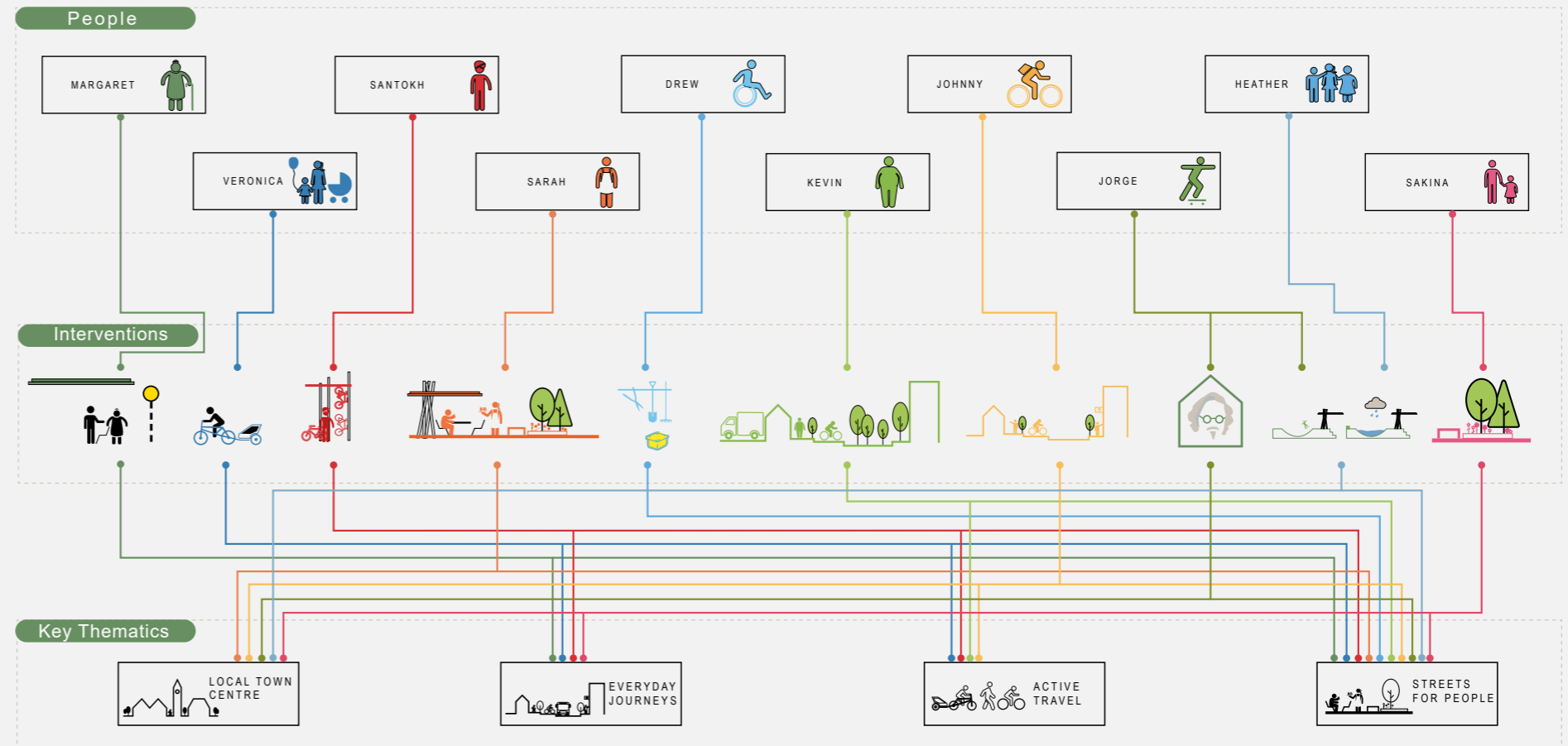
The Scottish Government and Glasgow City Council have announced a climate emergency. The Scottish Government has committed to a carbon neutral Scotland by 2045, and Glasgow City Council has committed to a carbon neutral Glasgow by 2030. To help deliver that, the Scottish Government has committed to reduce car kilometres travelled nationally by 20% by 2030. Glasgow City Council has committed to reduce car vehicle kilometres travelled by 30% by 2030.

Delivering these commitments will require deep transformations in our lifestyles, our economy - including how we move around, and the design of our streets and public spaces.

The Liveable Neighbourhoods programme, together with the City Network for active travel and other elements of Glasgow Transport Strategy, show how our streets and spaces will be transformed over the next few years. Transforming our streets will be a direct, tangible contribution to the climate emergency that will be visible to every citizen and support them to reduce their carbon emissions.

As well as enabling everyone to contribute to tackling the climate emergency, the Liveable Neighbourhoods programme will tackle poverty and inequalities, enhance the city's economy and make our city safer and more welcoming - objectives which were given immense support by thousands of citizens in response to the [Public Conversation on the future of transport in the city](#) in 2020.

The proposals in this document show how Liveable Neighbourhoods will be developed in Ruchill, Hamiltonhill, Possilpark, Port Dundas and Cowlairst. They employ the latest approaches and design techniques, based on evidence and data on what works elsewhere in the UK. The proposals also reflect national policy including [National Planning Framework 4](#) and the 20 Minute Neighbourhood concept for local living, and the [Scottish Government's Place Principle](#).



This Toolkit is intended to inspire action and act as a guide for implementation by the wider community. The aim is to create streets and public spaces which are accessible to everyone irrespective of age, ability or culture, and which support local economies. It is also an expression of Glasgow City Council's intention to work collaboratively with communities to transform our city's streets into attractive environments which are no longer dominated by traffic - but where people feel safe and welcome, where active travel is encouraged as the first choice, with enhanced public space and green infrastructure. In other words, more 'liveable'.

The Liveable Neighbourhoods Plan is aligned with other Glasgow City Council initiatives, strategies and policies, such as School Car Free Zones; The Active Travel Strategy; The Open Space Strategy; The City Development Plan and the Strategic Development Frameworks. These are all working together to build new neighbourhoods that will allow citizens to live and working in thriving, sustainable places.

The four key thematics of a 'Liveable Neighbourhood' are as follows -

Local Town Centres

Ensuring the local economy is protected and revitalised in line with the placemaking objectives within the City Development Plan.

Everyday Journeys

Focusing on improving the quality of journeys undertaken as part of everyday life, for instance the daily commute; the 'school run' or the daily shop.

Active Travel

Ensuring support for active travel within neighbourhoods and connecting them to the citywide strategy while promoting new 'mobility hubs'.

Streets for People

Establishing the concept of low traffic neighbourhoods and filtered permeability by reducing through routes and 'rat runs'. This aims to reduce vehicles movements and re-assigns the space for community uses such as seating, play and nature.

More information can be found by following the link below.

Glasgow's Liveable Neighbourhoods

INTRODUCTION
PURPOSE OF REPORT



This report looks to apply the principles established in the Liveable Neighbourhoods Toolkit and use these to identify interventions and projects that can be delivered within the Ruchill to Cowlares Liveable Neighbourhood. This is the area that is defined in the west by the Forth and Clyde Canal; in the south the M8 Motorway; in the east by the cutting and infrastructure of the Queen Street Station approach and in the north by the Glasgow to Helensburgh mainline. This area encompasses the communities of Ruchill, Possilpark, Hamiltonhill, Cowlares and Port Dundas.

This report is also a start at studying these areas in a little more detail and presents some preliminary analysis. Some digital and physical engagement with the communities has also taken place. While this will be ongoing as the project continues, this report captures the findings and knowledge that has been shared to date.

The primary purpose of this report however is to recommend a series of interventions or projects that have been identified so far, either through the engagement process or existing Glasgow City Council activity, that can be taken forward into RIBA Stage 2 for further analysis. RIBA Stage 2 is defined as 'concept design'. Within the Stage 2 process the focus will be on further refining these into a series of projects that can be delivered around GCC's commitment to achieving net zero carbon emissions by 2030 and the key objective of improving the health and wellbeing of the people of Glasgow..

Some of these will be utilising effective solutions outlined in the Liveable Neighbourhoods Toolkit that can be implemented across the Liveable Neighbourhood area. Proposals for Low Traffic Neighbourhoods for instance. Others will be projects that are much more site specific that look to address key issues in that particular area.



NATURE BASED PLAY AT CLAYPITS
2021



CANAL TO GARSCUBE ROAD CHUTE
2021





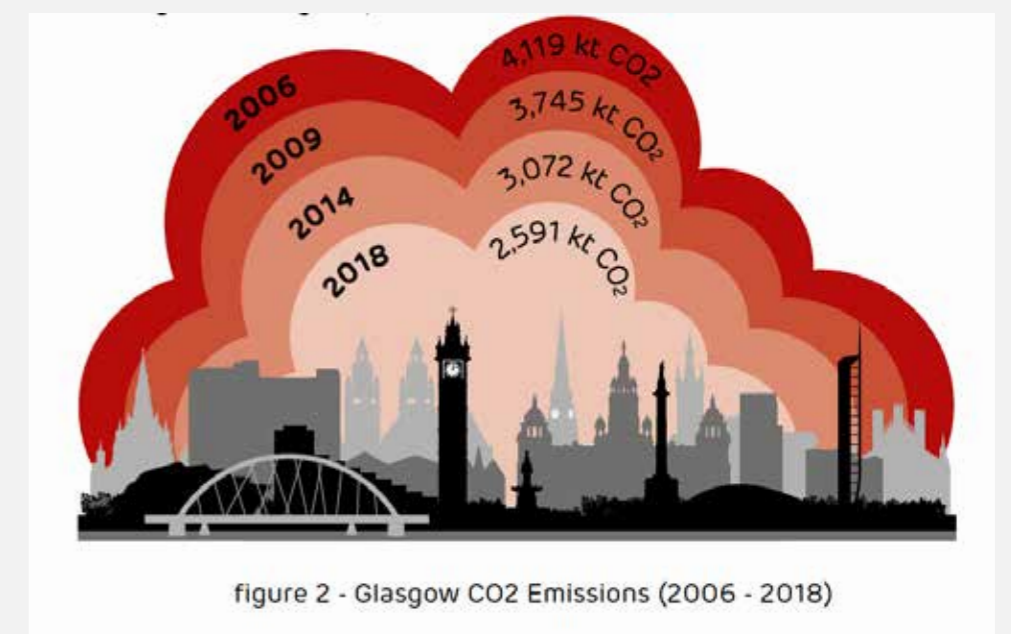
The Liveable Neighbourhood project sits as a component in the city's plan to improve the quality of life for the citizens of Glasgow.

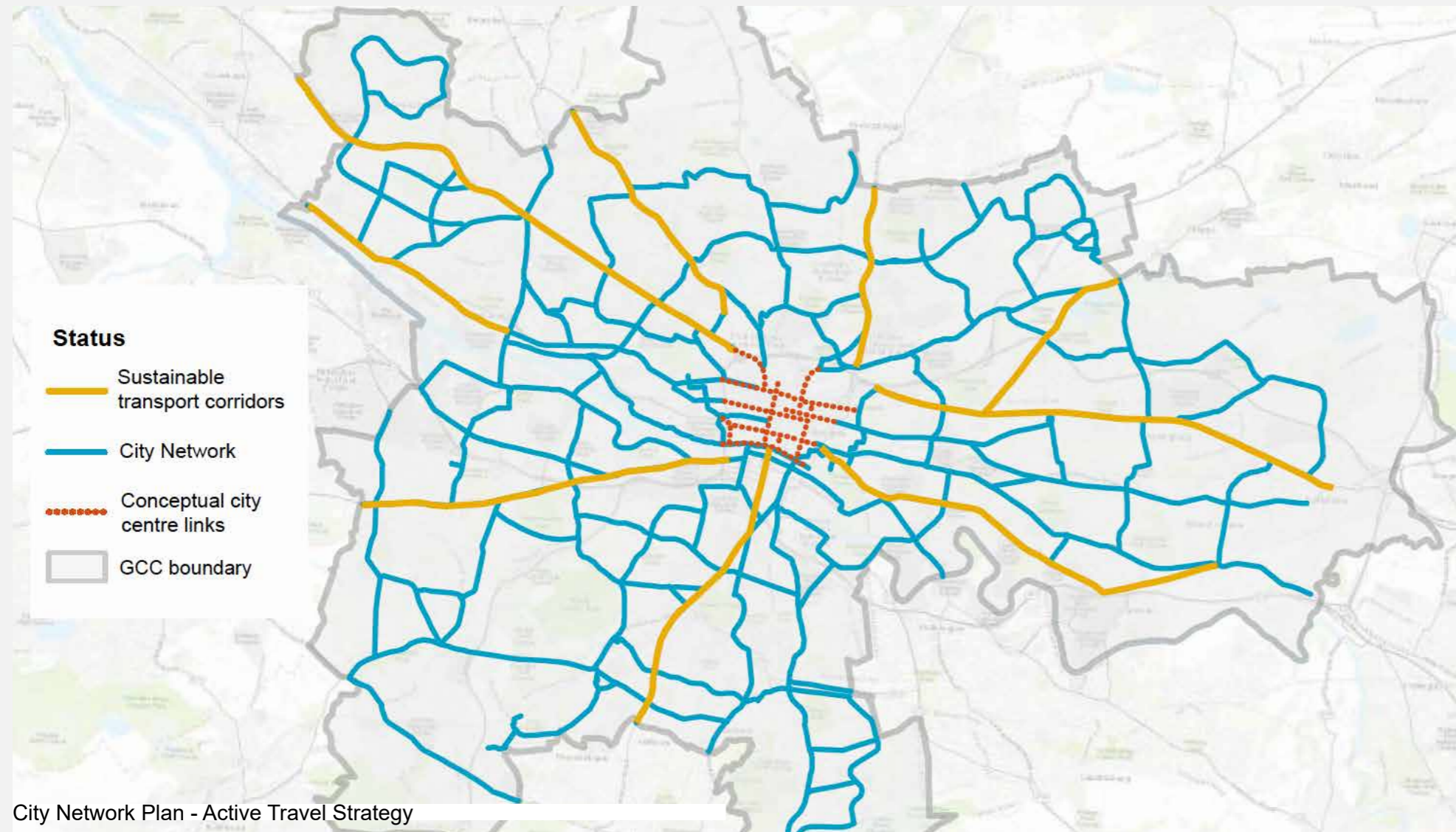
In May 2019, with an acknowledgment of its role to play in addressing the global emergency, Glasgow City Council produced a report with 61 recommendations, with a target for the city to achieve carbon neutrality by 2030. The report presents the cities ambitions of reducing carbon emissions, increasing resilience to existing risks and climate change already agreed, reversing biodiversity decline, enabling safer calmer streets, cleaner air, warmer homes, reducing flood risk and healthier neighbourhoods.

The Liveable Neighbourhood project sits as a component in the city's plan to improve the quality of life for the citizens of Glasgow.

These goals have been further justified by the publication of The Scottish Government's – 'De-carbonising the Scottish Transport Sector' published September 2021. The report emphasises the need for behavioural change in order to reach the commitment to reduce car kilometres by 20% by 2030. As such the government is implementing these policies which is backed up with heavy investment pledges to transport infrastructure. The Liveable Neighbourhoods project will look at how these policies will manifest at local level by looking at the implications of having less cars on our streets and the how the local community will benefit from space gained by their absence.

Both the Scottish Government and the Glasgow City Council have an understanding of the wider goals at international level and use the UN Sustainable Development Goals to illustrate the breadth of work they are undertaking. The Liveable Neighbourhood Projects will also align with these goals with the understanding that small changes can lead to significant goals being achieved.





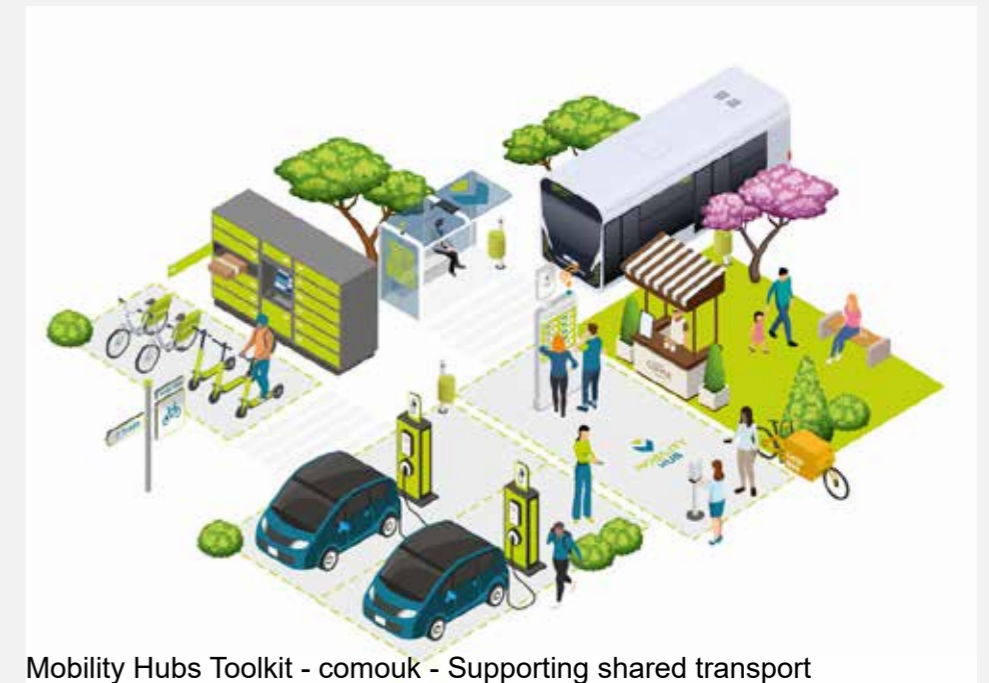
City Network Plan - Active Travel Strategy

To address the ongoing Climate Crisis our International, National and Local Governments focus is changing. More attention is being given to carbon reduction with ambitious goals being set to be achieved within the next decade. Part of the realisation of this is our understanding that the way in which we travel in and around our cities and neighbourhoods must change. Car and traffic reduction in our cities will not only help to achieve these goals but it will also improve our physical environment as well as the safety and health of our residents.

Active Travel Strategy

Glasgow City Council has unveiled its Active Travel Strategy which highlights the infrastructure required to make it easier and safer for people to travel actively throughout the city. As part of the strategy a city network has been suggested which takes the existing cycle infrastructure and looks to integrate and connect it to a city wide network. The aim is to have every school in the city within 400m of the network and every home within 800m. This will allow all Glaswegians the opportunity to cycle to any part of the city within 30 mins.

With this in mind, Liveable Neighbourhoods has to look at ways to integrate with the city network and make the most of the opportunities that arise from our streets having a reduced number of cars and vehicles.



Mobility Hubs Toolkit - comouk - Supporting shared transport



Mobility Hubs

The city will also look to improve the public transport facilities. Mobility Hubs will be created throughout the city. These will provide a space where people can choose from a selection of active and public transport options. Hire bikes, e-bikes, public transport and car share schemes will be made available in these areas which will also be designed to improve the surrounding civic space.

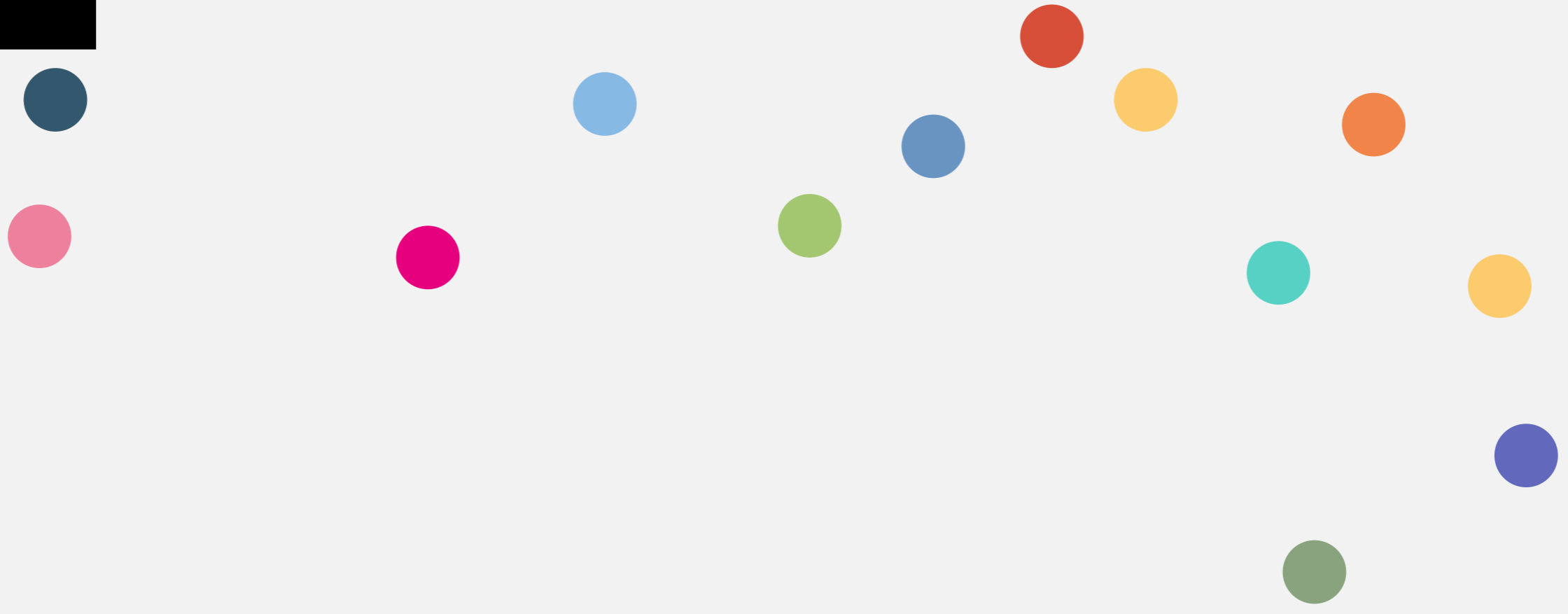
Mobility Hubs are to be built both on a city scale and at a neighbourhood scale. The basic idea of a mobility hub is described by comouk - supporting shared transport as -

'Highly visible, safe and accessible spaces where public, shared and active travel modes are co-located alongside improvements to public realm and where relevant enhanced community facilities. The redesign and reallocation of space from the private car, is intended to enhance the experience of travellers as well as benefiting local residents and businesses.'

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Liveable Neighbourhood Area





From Ruchill to Cowlairs

The Liveable Neighbourhood area stretches from Ruchill in the north to Cowlairs and Port Dundas in the south. The defined neighbourhoods are loosely defined by ward boundaries but not exclusively.

The area covers 424 hectares in the north of Glasgow and has a population of circa 11,000 people.

The neighbourhoods of Ruchill, Possilpark, Hamiltonhill, Cowlairs and Port Dundas are all adjacent to each other but are bounded on the outskirts by canal to the west and north, railway to the north and east and the M8 motorway to the south. The study area focusses on these neighbourhoods but also 'blurs' the boundaries where possible to ensure areas and ideas aren't split by an arbitrary line.

A key characteristic is the hills or 'drumlins' which define the area's geography.

**2011 Census*

RUCHILL

Situated in the north west of the LN area, Ruchill is a district of the city whose central feature is Ruchill Park. Although Ruchill is within the Canal Ward of Glasgow the geography isolates it from Possilpark town centre. As a result the community identifies with the nearby Maryhill town centre. The housing stock is predominately mixed tenure detached and semi-detached housing. There are some tenement flats remaining in the area too, mainly around the edges of Ruchill Park. There is also a large population of students residing in the Murano Street student village.

Ruchill Park is a prominent city park with panoramic views across the city and is a very popular amenity in this area.

The former Ruchill Hospital site, adjacent to High Park Primary School is being considered for private housing development retains the former water tower which is a category A listed structure and is a prominent feature on the skyline.

Ruchill Golf Course is currently closed and its long term future is not yet determined. The site is currently being used to construct the new pedestrian bridge at the Stockingfield junction.

HAMILTONHILL

Located immediately west of Possilpark town centre, 'Hammyhill' is a residential area with a high proportion of gap sites, including three former school sites and others resulting from housing clearances. The remaining housing stock is predominantly four in a block 'cottage flats'. The western edge is bounded by the Forth and Clyde Canal and is also adjacent to the Claypits nature reserve.

Queens Cross Housing Association have developed a masterplan to integrate new housing and open public spaces in the area and the works have commenced on site.

POSSILPARK

Possilpark has had a long standing history of disadvantage as a result of decades of industrial decline that has led to residents being affected by worklessness and poverty. Saracen Cross is the heart of this area and is now dominated by through traffic as Balmore Road joins Saracen Street. Tenement flats remain prominent around the main street and define the architectural character of the area. The streets beyond Saracen Street are a mixture of detached, semi-detached and terraced housing generally made up of social housing. North Glasgow (NG) Homes and Hawthorn Housing Co-op are the two main landlords in the area.

Walter Macfarlane's Saracen Foundry, which closed in 1967, was the largest producer of ornamental metalwork with its products, such as traditional bandstands, being installed all over the world. The current street pattern at Possilpark was planned by Macfarlane as a village to house the workers. These wide streets remain a feature of the area.

COWLAIRS

The area south east of Possilpark town centre is a large open landscape made up of derelict land, former blaes recreation pitches and Cowlairs Park to the very south, adjacent to Possil Cross.

The area has been neglected for some time which has resulted in anti-social issues such as fly-tipping and drug use. This is of particular concern as it's adjacent to Keppoch Campus which brings together St Theresa's, Saracen and Broomlea Primary Schools with Keppoch Nursery.

The elevated nature of this area means it's a prominent feature on the skyline with panoramic views across the city. Glasgow City Council have developed a masterplan for the area which will bring new mixed-tenure housing as well as a new park closer to the existing neighbourhoods.

PORT DUNDAS

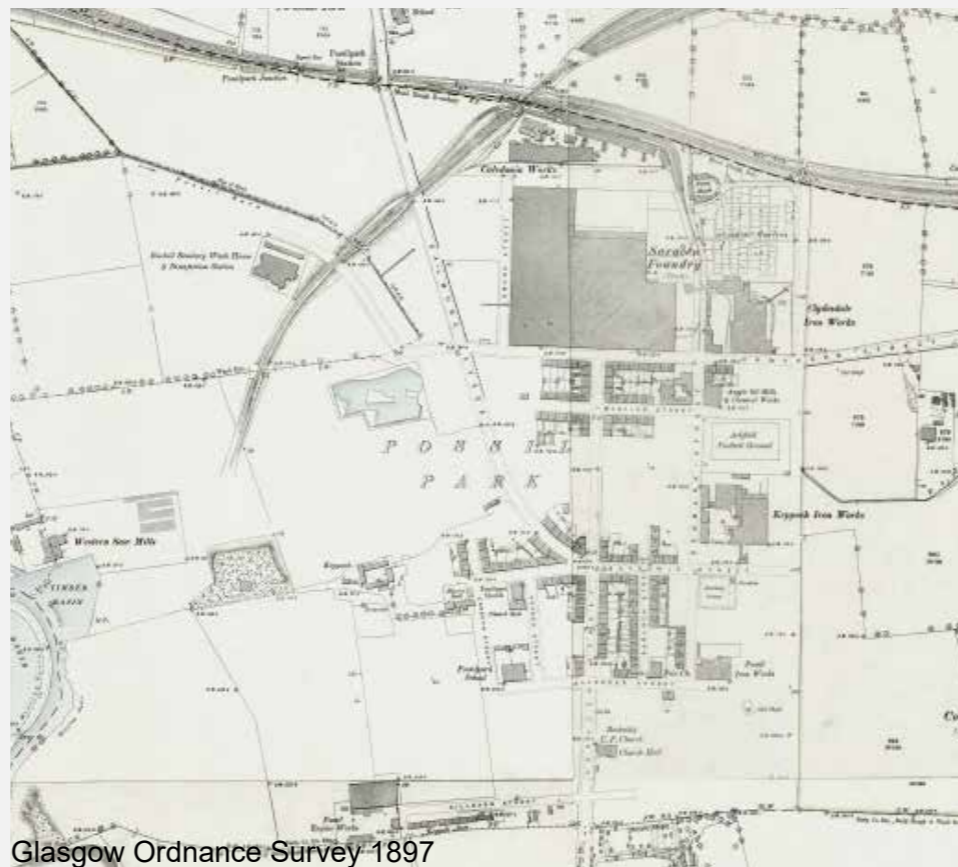
This is located at the south of the LN area and borders the M8 motorway, north of Cowcaddens. The area is predominantly made up of businesses and small industrial units. The former offices of the Forth and Clyde Navigation Co. at Spiers Wharf have been converted into loft style apartments adjacent to the canal. GCC and Scottish Canals have invested in the area with infrastructure improvements allowing residential development at Dundashill to be delivered.

This area is also home to 'Play Port' which brings together the Loading Bay indoor skatepark, Pinkston Watersports and the Glasgow Wakeboarding Centre.

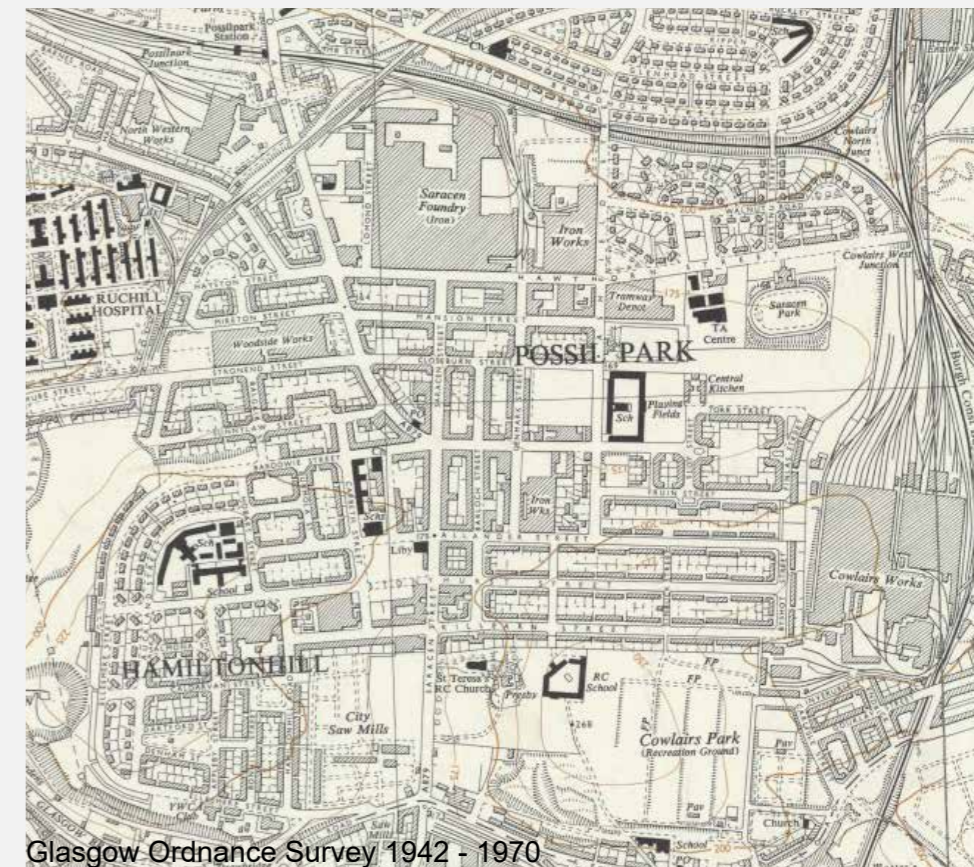
RUCHILL
HAMILTONHILL
POSSILPARK
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COWLAIRS



Estate of Milton Glasgow 1842



Glasgow Ordnance Survey 1897



Glasgow Ordnance Survey 1942 - 1970

POSSILPARK

In 1242, Alexander II of Scotland granted certain lands to the Bishop of Glasgow. These included the lands in the north referred to as Possele, divided in the sixteenth century into Over or Upper Possil, and Nether or Lower Possil.

The region known as Nether Possil was acquired in 1595 by Robert Crawford. In 1644 James Gilhagie bought the estate, part of an old and rich Glasgow family. After passing through various hands, the lands were acquired in 1697 by John Forbes. After being owned by his son, the estate was sold in 1744 to merchant William Crawford, who in 1749 acquired Easter Nether Possil.

In 1808, the estate was acquired by Colonel Alexander Campbell. The house and park lands as laid out then, were described as "It (Possil House) was then far away from the noise and smoke of the city, and stood among fine old trees. With its beautiful gardens, its grassy slopes, and its clear lake, Possil formed as delightful and retired a country residence as any in the county."

On the death of Colonel Campbell in 1849, the estate passed to his son. When Walter MacFarlane wished to vastly expand his Saracen Foundry company, Campbell agreed to sell MacFarlane 100 acres on which to build a vast new works.

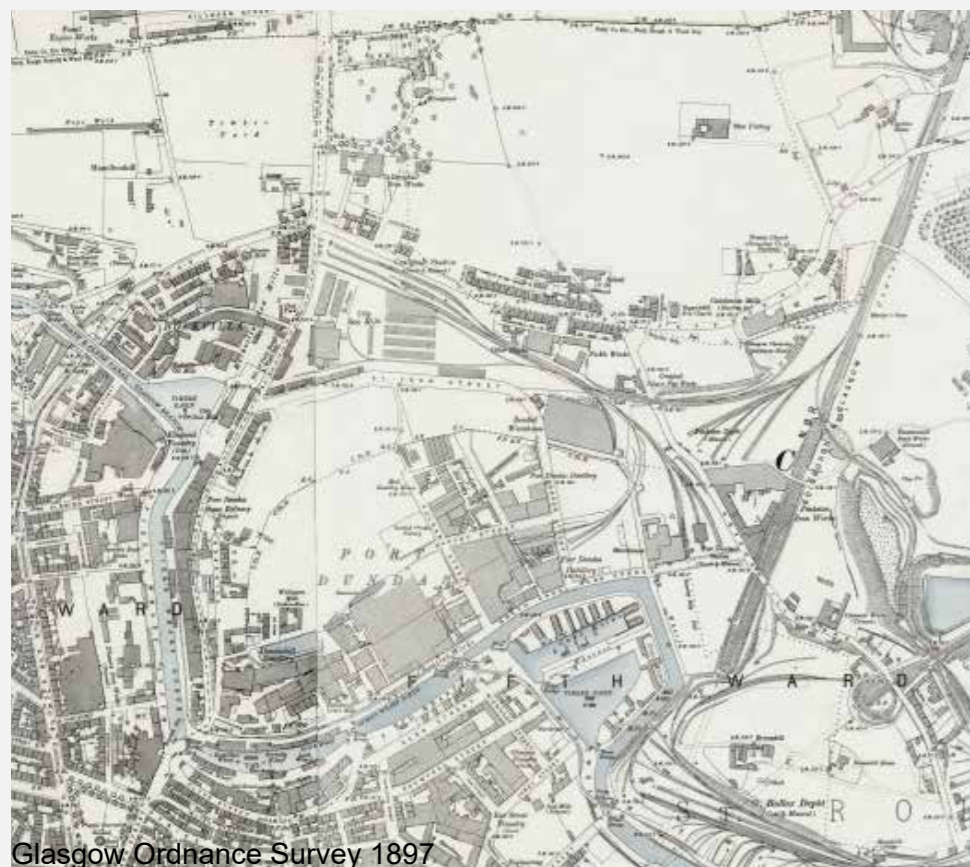
MacFarlane renamed the estate Possilpark, which grew from a population of 10 people in 1872 to 10,000 by 1891, at which time the area was officially incorporated into the city. MacFarlane oversaw the removal of all the woodlands and after creating railway access to his foundry, laid out the rest of the park land as a grid plan of streets and tenements, including naming the main street running through the new suburb "Saracen Street". The grid layout of Possilpark was described by the then Glasgow Town Council as:

"... [o]ne of the finest and best conducted in Glasgow, and the new suburb of Possilpark, laid out by them with skill and intelligence, is rapidly becoming an important addition to the great city."

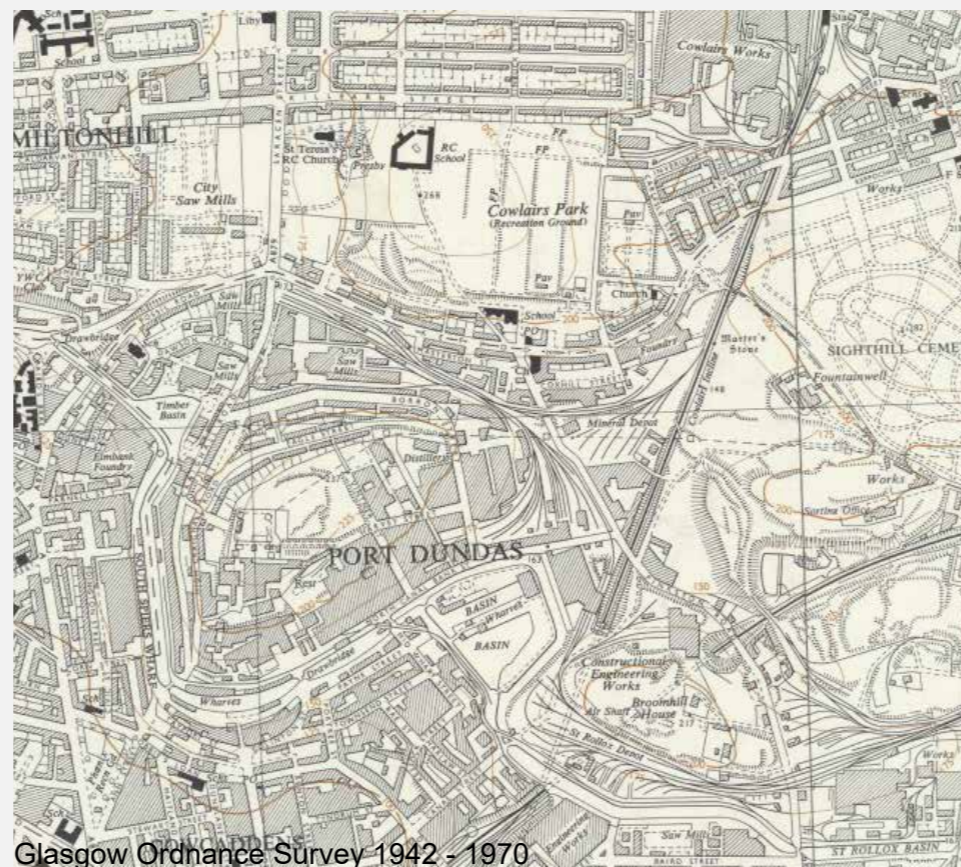
The Saracen foundry made a series of decorative iron works, from railings and water fountains to park bandstands. These were exported all over the British Empire, and can still be found in abundance in many parts of North Glasgow.

After World War II, the combination of the collapse of the British Empire, the move away from steam power and the adaptation of new designs and materials meant a vast decline in orders for Saracen's standard cast iron designs. The MacFarlane company moved into standard foundry work. After a takeover of the company in 1965, the works closed and the infrastructure was demolished in 1967.

Possil has had a history of drug problems which peaked in the 1980s, fifteen years after the the closure of the Saracen foundry. Large portions of Possil have been destroyed, many of the old tenements being flattened and residents relocated. Saracen Street remains the main shopping area. A sports centre (Millennium Centre) was constructed to highlight the rebirth of Possil but has since closed down.



Glasgow Ordnance Survey 1897



Glasgow Ordnance Survey 1942 - 1970



Glasgow Ordnance Survey 1942 - 1970

PORT DUNDAS AND HAMILTONHILL

The Port Dundas terminus was established at One Hundred Acre Hill between 1786 and 1790 and was named after Sir Lawrence Dundas, one of the major backers of the Forth and Clyde Canal Company. Port Dundas formed the terminus of a branch of the Forth and Clyde Canal in the centre of Glasgow, linking to the adjacent Monkland Canal. It became an industrial centre in the 19th century, with textile mills, chemical works, granaries, distilleries, glassworks, iron foundries, power stations and engineering works all operating in the area. In 1859, a brick chimney was built at Port Dundas for F. Townsend. At 454 feet (138 m) it was the tallest chimney in the world at the time, with an outside diameter of 32 feet (9.8 m) at ground level.

In 1900, the coal fired Pinkston Power Station was built at Port Dundas to generate electricity for the Glasgow Corporation Tramways network. Glasgow Corporation had decided to electrify the network by 1901 for the opening of the International Exhibition at Kelvingrove Park. A large cooling tower was added in 1954 and was the largest in Europe at the time. After passing to the South of Scotland Electricity Board in 1958, it was decommissioned in the 1960s and eventually demolished in the early 1980s.

Industry in the area declined through the 20th century.

The Monkland Canal was closed to navigation in 1952, and the Forth and Clyde in 1963. Charles Tennant's St. Rollox Chemical Works, at one time the largest chemical manufacturer in the world closed its plant to the east of Port Dundas in 1964.

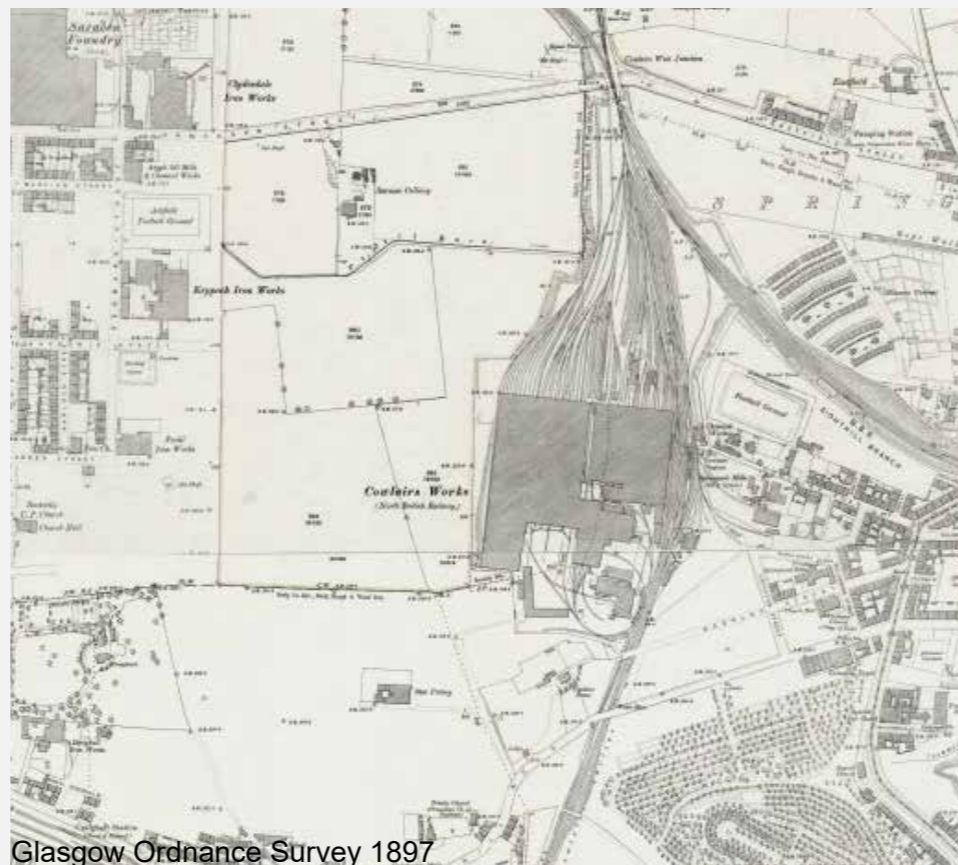
The M8 motorway was constructed immediately to the south, over the route of the Monkland Canal, in the 1970s, obstructing access to the canal basin. Early in the 21st century, the Forth and Clyde Canal was restored as a leisure attraction, and the canal and warehouses at Port Dundas were restored as apartments.

Hamiltonhill consists primarily of 'rehousing' grey reconstituted stone tenements from the 1930s, these were constructed cheaply to accommodate residents previously living in slum conditions elsewhere in the city. Many of these blocks were refurbished in the 1990s, but by the 2010s almost all had been demolished along with the local schools (St Cuthbert's Primary, which was relocated in 2012 to a new facility in Ruchill Park, and Wester Common Primary.

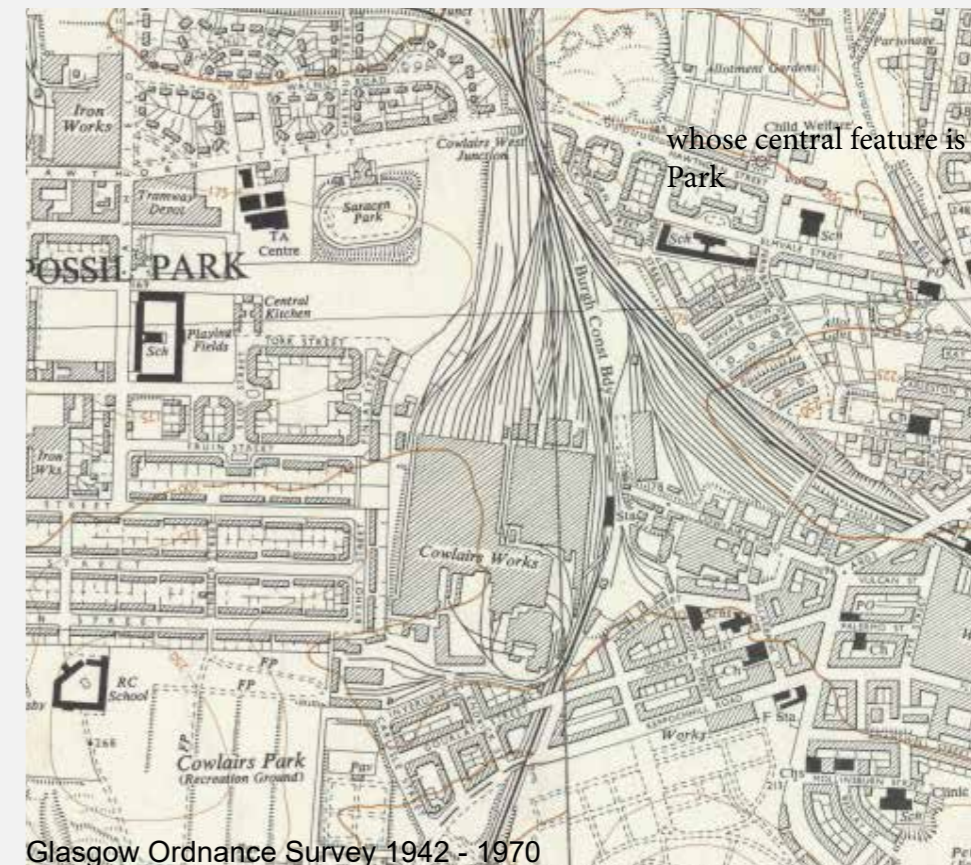
Some cottage flats dating from the same period as the tenements were retained, with the result that several clusters of surviving homes in Hamiltonhill were surrounded by expanses of empty waste ground.



Estate of Milton Glasgow 1842



Glasgow Ordnance Survey 1897



Glasgow Ordnance Survey 1942 - 1970

whose central feature is Ruchill Park

COWLAIRS

Until the 19th century, the area was a country estate centred around Cowlairs House, situated just west of the Edinburgh and Glasgow Railway tracks. The Cowlairs railway works was founded in 1841 by the E&GR on the west side of the railway at Carlisle Street. It was the first works in Britain which built locomotives, carriages and wagons in one factory. In 1866, Cowlairs became the main workshop for the new owners, the North British Railway Company, as Springburn became a global centre of railway-related manufacturing.

A residential community developed around the railway works and other local industries, initially off Cowlairs Road from the Cowlairs railway station up to the western side of Springburn Road, then off the northern side of Keppochhill Road (the south side already being occupied by Sighthill Cemetery), spreading west to occupy the site of Cowlairs House which was demolished in the 1910s. To the west of this, a public park was laid out around a decade later. North of the park, a grid pattern of streets running east from Saracen Street, Possilpark was extended along to the perimeter of Cowlairs Works, lined with grey 'rehousing' tenements constructed cheaply to accommodate residents previously living in slum conditions elsewhere in the city.

In 1923, Cowlairs Works passed into the ownership of the London & North Eastern Railway (LNER), no more engines were built, and the works reverted to repair and maintenance. After nationalisation in 1948, the works became the property of British Rail Engineering Limited (BREL), who used steam locomotives until 1968.

From the 1960s, the area changed greatly, the railway station closed in 1964, followed by Cowlairs Works in 1968. North Glasgow was badly hit by the decline of traditional heavy industry, with the locomotive factories of Springburn joined by the Saracen Foundry at Possilpark in closing its doors. At the same time, the oldest part of the Cowlairs neighbourhood was levelled as part of the 'Comprehensive Redevelopment' of Springburn which later included a realigned dual carriageway to replace the old Springburn Road as belated attempts were made to adapt Glasgow to modern times.

The economic hardship that followed led to a deterioration in the condition of the housing in the area and an increase in health problems, social issues and crime. By the 1980s, parts of Springburn and particularly Possilpark had a very poor reputation. A housing association was established for the Hawthorn neighbourhood of east Possilpark which led to its refurbishment, but the tenements uphill from Hawthorn closer to Cowlairs were subject to wholesale demolition in the 1990s, without being replaced. The former site of Cowlairs Works was partly occupied by a Scotch Whisky bonded warehouse, while its southern half remained brownfield. The decline in the local population caused Cowlairs Park to be underused, vandalised and left to become increasingly dilapidated and overgrown.



Glasgow Ordnance Survey 1897



Glasgow Ordnance Survey 1942 - 1970

RUCHILL

In 1891 when the boundaries of Glasgow were extended to include Ruchill and Maryhill, the Glasgow Corporation purchased 53 acres (21 ha) of land there for a public park, golf course and 36 acres (15 ha) for the city's second fever hospital.

Ruchill Park opened in 1892, is prominent in the area, and is one of many public parks in the city. The poor quality of the soil and its high, exposed situation was not ideal for a public park, but under the direction of Parks Superintendent James Whitton the area was transformed. The park's best known feature is the panoramic view of Glasgow and its surroundings which can be obtained from the top of the hill. This is topped by an artificial mound constructed from 24,000 cartloads of soil from the construction of the adjacent Ruchill Hospital.

Ruchill Hospital was designed by the City Engineer, Alexander B. McDonald in a neo Jacobean style, largely using red brick dressed with red sandstone ashlar. McDonald was responsible for a number of civic projects in the city from 1890 to 1914, the most notable being the People's Palace.

Work started on Ruchill Hospital on 16 April 1895, and the foundation stone was laid by Lady Bell, the wife of Sir James Bell, Lord Provost of Glasgow, on 29 August 1895. The hospital cost £250,000 and was designed to deal specifically with infectious diseases, which were widespread at the time. It was opened on 13 June 1900.

It had an initial capacity of 440 beds, spread across sixteen isolated Nightingale ward pavilions, twelve of which were large, each containing beds for 30 patients, and four smaller ones accommodating 20 patients each. The only entrance was via a gatehouse on Bilsland Drive. Other buildings included a kitchen and stores block, an administration block, a clearing house (to direct patients to appropriate treatment locations), a mortuary and laboratory block, a stable block, a sanitary wash house and disinfecting station, a laundry and a three-storey nurses home as well as ten staff villas and semi-detached cottages along Bilsland Drive. The centrepiece however was its 165 ft (50 m) water tower, required due to the height of the site.

In the early 20th century, an additional 270 beds were provided with the construction of three ward pavilions and a tuberculosis pavilion. By the time of its absorption into the National Health Service in 1948 Ruchill Hospital had 1,000 beds. Brownlee virology laboratory in the hospital in 1962. With the discovery of vaccinations and improved public health, cases of diseases like tuberculosis declined, and the number of in-patients had reduced to 586 by 1975.

In addition to treating other sexually transmitted diseases, Ruchill Hospital was also designated the primary Glasgow hospital dealing with cases of HIV, the cause of AIDS, after the emergence of this virus in the early 1980s, and also took patients from elsewhere in the West of Scotland. The hospital opened HIV counselling clinics in 1986 and a needle exchange programme in 1987, and provided laboratory services related to HIV. After the opening of the Brownlee Centre for Infectious and Communicable Diseases at Gartnavel General Hospital, Ruchill Hospital closed in 1998.

The site was sold to Scottish Enterprise in July 1999. Plans were subsequently submitted by Scottish Enterprise in April 2010 to demolish all the remaining listed buildings, with the exception of the red-brick category A-listed water tower. This was rejected by Glasgow City Council's planning committee in April 2011. Scottish Enterprise appealed the decision and secured consent to proceed with the demolition in December 2012. Following the demolition of the other buildings, the hospital's red-brick water tower remains a particularly prominent local landmark.

LIVEABLE NEIGHBOURHOOD AREA
PLANNING CONTEXT

POLICY AND PROPOSALS

The Liveable Neighbourhood area of study lies within the Glasgow City Boundary and as such is governed by 'The Place Making Principle' (CDP1) and the 'Sustainable Spatial Strategy' (CDP2).

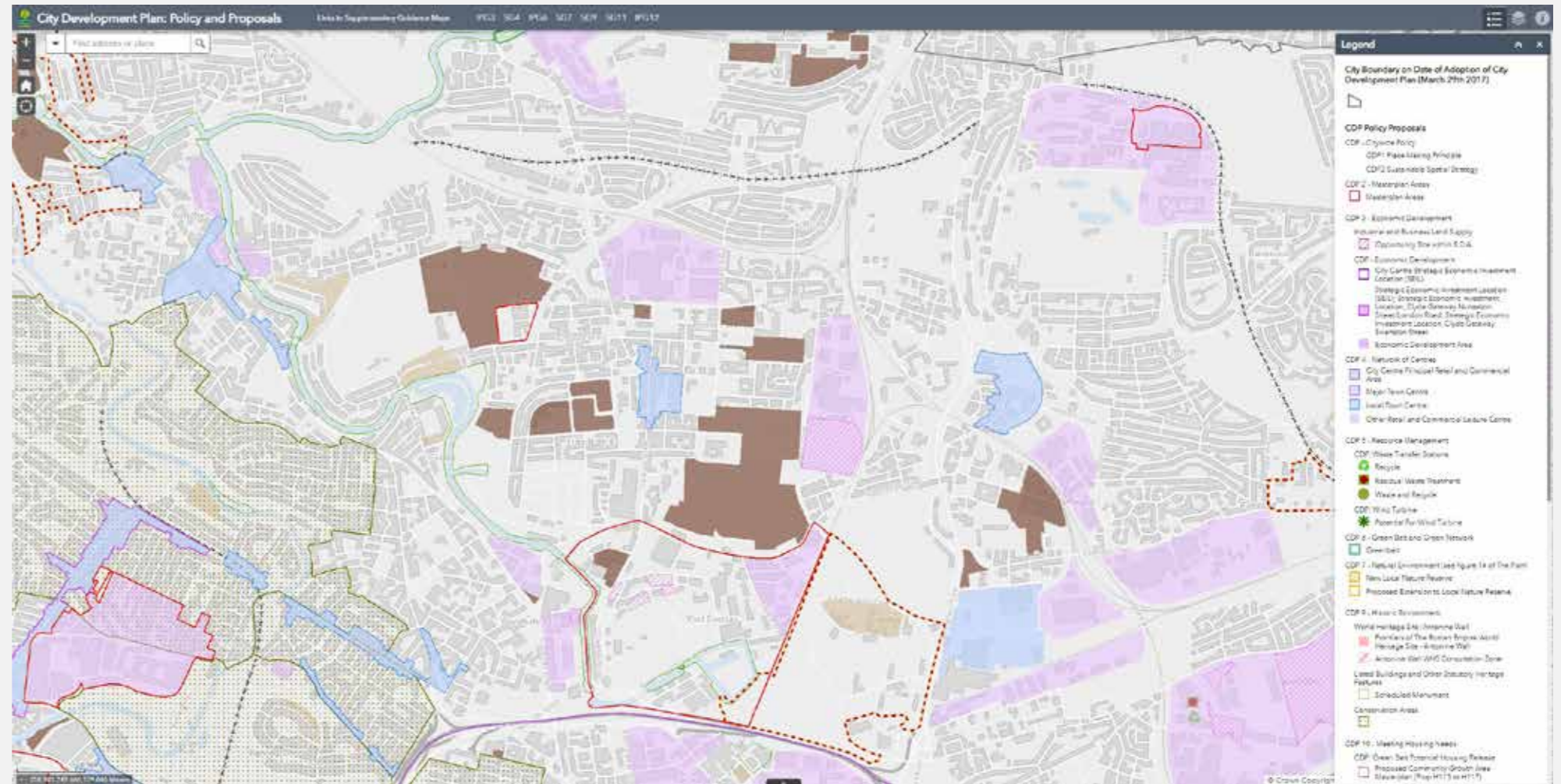
The area of study incorporates both the Port Dundas Masterplan Area and the NHS Orchard Wards Masterplan Area and, in the south, extends partially into the Sighthill Transformational Regeneration Area.

Much of the northern half of Saracen Street is identified under SG4 as a Local Town Centre, this runs from Stonyhurst Street in the south past the Cross with Bardowie Street / Balmore Road to almost reach the junction with Closeburn Street in the north. The Local Town Centre designation extends eastward between Bardowie Street and Allander Street to incorporate both Barloch Street and the western side of Denmark Street.

Within the area there are several sites listed as Housing Land Supply, the two major sites are Ruchill Hospital / Bilsand Drive (300 units) and Cowlairs/east Keppoch (750 Units). In Hamiltonhill there are four sites, Ellesmere Street, Wester Common PS (15 Units); Auckland Street, St Cuthbert / Saracen PS (66 Units); Stonyhurst Street / Hobart Street (56 Units) and Bardowie Street / Carbeth Street (84 Units). In Possilpark There are three sites, Hawthorn Street / Saracen Street (51 Units); 280 Hawthorn Street / Ashfield Street (59 Units) and Torr Street / Ashfield St (120 Units). In Port Dundas there is one site identified, 131 Craighall Road/ Dawson Road (360 Units).

There are several areas designated under SG3 Economic Development as Areas with Potential for Managed Change, these are Shuna Street / Shuna Place (1.59 Ha); Possilpark Industrial Estate (15.18 Ha); Cowlairs Industrial Estate (15.28 Ha) and the M8 Foodpark (6.73 Ha). Within the Cowlairs Industrial Estate Site 113901 (5.4 Ha) to the south of the site has been designated as Industrial and Business Land Supply. There are four further sites within Port Dundas listed as Industrial and Business Land Supply these are Site 112404 (0.24Ha); Site 112401 (0.50Ha); Site 112402(0.57Ha) and Site 112402 (0.57Ha).

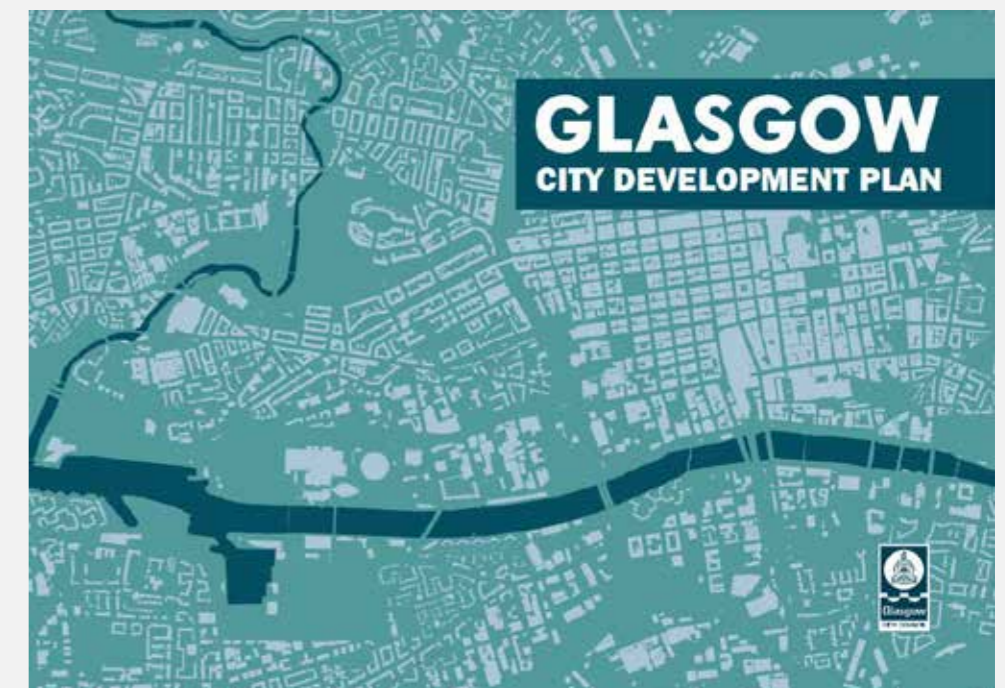
The area of study is bounded to the west (and partially to the north) by the Forth and Clyde Canal which is listed as a scheduled monument under SG9 Historic Environment. There are a handful of listed buildings across the site largely concentrated on the features of the Forth and Clyde Canal, Saracen Street and the former Ruchill Hospital, these are mostly category B and C listings with the exception of the Ruchill Hospital water tower which is category A listed.



Glasgow's Open Space Strategy



Glasgow North Strategic Development Framework (Draft)



IMAGERY

Adjacent is a collection of Google Earth imagery selected to showcase some of the typical conditions and key features of the Ruchill to Cowlares Liveable Neighbourhoods Area



Vacant and Derelict Land



Industrial Areas



Glasgow Tigers



Big Box Retail



Canal Infrastructure



Typical Housing



Woodland



Typical Housing



Typical Housing



Typical Housing



Primary School



Canal Infrastructure

IPG6 : GREEN BELT AND GREEN NETWORK

The Liveable Neighbourhood area of study is surrounded on all sides by Green Corridors as defined in IPG6 : Green Belt and Green Network of the City Development Plan. This is formed by the Forth and Clyde Canal in the west (and partially to the north); the curtilages and embankments of the M8 Motorway to the south; the curtilages and embankments of the Queen Street Tunnel Cutting to the east and the curtilages and embankments of the Glasgow to Helensburgh Mainline to the north.

The Forth and Clyde Canal and its curtilages are designated as a City-wide Site Important for Nature Conservation (SINC). In the north this SINC incorporates Stockingfield Wood which is designated as Ancient, Long-Established or Semi-Natural Woodland as well as being designated as Local SINC. In the east the Forth and Clyde Canal SINC also incorporates the Hamiltonhill Claypits which is designated as a Local Nature Reserve.

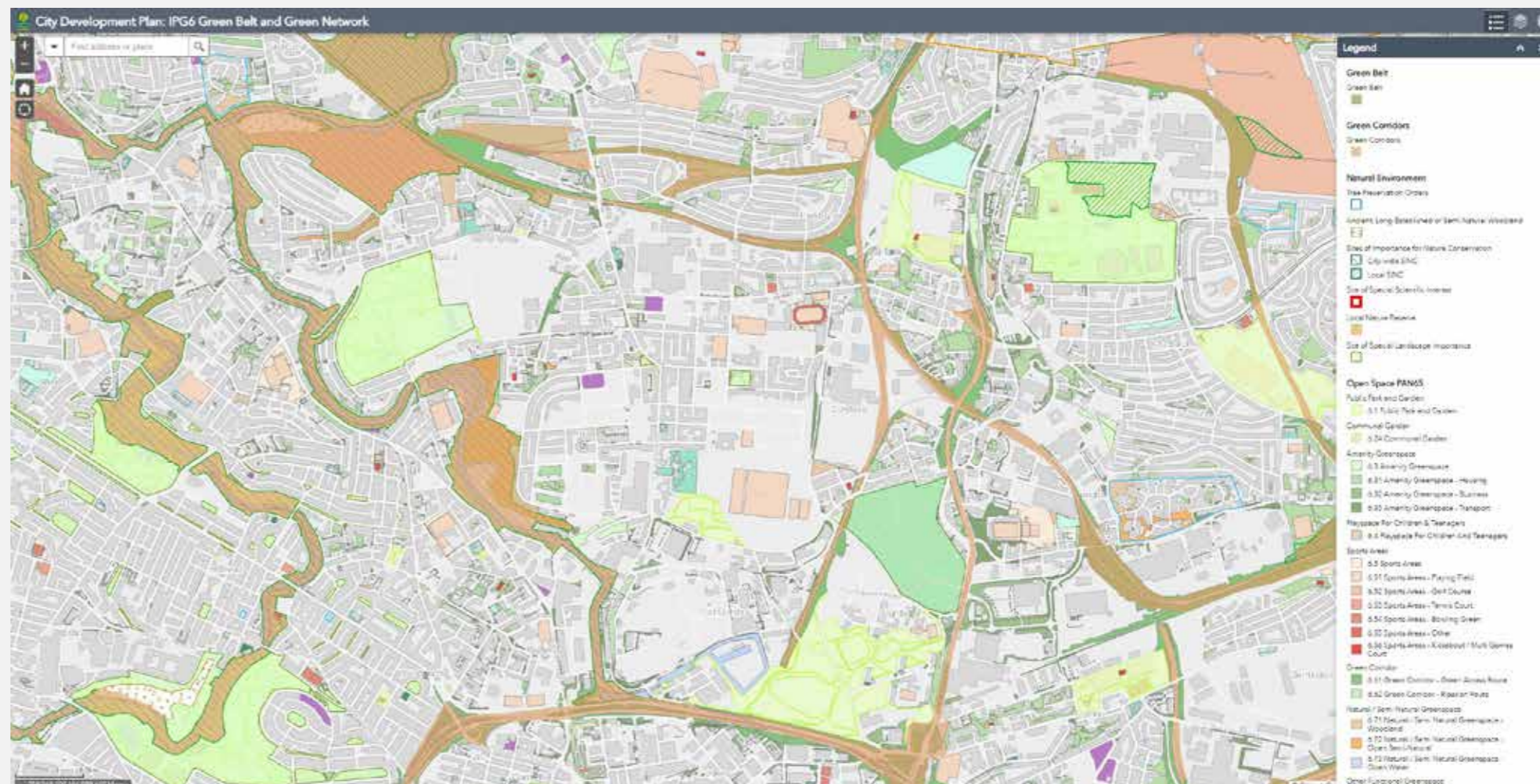
To the west of the former hospital site, Ruchill Park is designated as a Site of Special Landscape Importance (SSLI) as well as being classified as 6.1 Public Park and Gardens under PAN65 Classification. There are two further sites that have a SSLI designation. These are the Saracen Street Millennium Space and the Bardowie Street/Ashfield Street Millennium Space.

There are three further areas listed as Public Park and Gardens under PAN65 these are Cowlairs Park; Hazlitt Gardens and Sighthill Park. It is worth noting that the City Development Plan has yet to incorporate the significant alterations to the layout of Sighthill Park undertaken as part of the ongoing works of the Sighthill TRA.

There is a scattering of the various classifications of amenity greenspace across the area of study with a notable lack of these classifications east of Saracen Street in Possilpark. The only meaningful instance being the Bardowie Street Millennium Space.

There also a notable lack of areas designated as 6.4 Playspace for Children and Teenagers, except for a small area located at Whitworth Drive, Ruchill Park provides the only playspaces for the area. There are a further six playspaces clustered around the Wester Common flats.

The area of Hamiltonhill has only one area designated as playspace, this is located in the amenity greenspace between Dartford Street and Denham Street. In a similar manner Possilpark has one playspace designation which is located in the Bardowie Street Millennium Space. Port Dundas has no areas designated as Playspace.



There is a limited number of areas classified as Sports Areas under the PAN65 classification several of these could be classified as private or provide limited public access. These are as follows: the Glasgow Tigers Speedway Arena incorporating Saracen Park, The Hawthorn Bowling Club, Glasgow Perthshire FC / Keppoch and the sports pitches associated with Broomlea Primary.

There are seven further Playing Fields identified, one of which is still used, albeit unmaintained, and is located on the junction of Closeburn Street and Ashfield Street. The remainder of the pitches in the area have fallen into a state of disrepair and are overgrown with vegetation. The most significant of these are formed by the cluster of pitches at Cowlairs with the remainder being located close to Ellsmere Street and Bilsand Drive.

The remaining sports facilities for the area are provided in the form of five Multi Use Game Areas (MUGA) which are located in Ruchill Park, the eastern end of Bilsand Drive, the Wester Common flats, the Bardowie Street Millennium Space and at the junction of Endrick Street and Gourlay Street.

Under the PAN65 Classification there are several other areas mentioned as Other Functional Greenspace and these are predominantly the Church Yards of St Theresa of Lisieux RC Church; Possilpark Parish Church; Our Lady of the Assumption RC Church and the St Matthews Centre. The St Matthews Centre also has a community garden that is registered under PAN65.

LIVEABLE NEIGHBOURHOOD AREA
AREA ANALYSIS

IMAGERY

Adjacent is a collection of imagery selected to showcase some of the open spaces and public parks of the Ruchill to Cowlares Liveable Neighbourhoods Area



Cowlares Park



Millennium Square Possilpark



Claypits



Bardowie St / Balmore Road



Forth & Clyde Canal



Bardowie St Playground

The following are relevant strategy documents that concern development frameworks and community planning partnerships. These are separate to agreed planning policy that is supported through supplementary guidance.

These documents outline strategies and visions for community participation in the planning process. They provide detailed analysis of the focus areas within the Ruchill to Cowlares Liveable Neighbourhoods Area and are collaborations between Glasgow City Council and various partnership stakeholders.

THRIVING PLACES

Thriving Places is the Glasgow Community Planning Partnerships' place-based approach, that sees local people as assets as they are experts in their own areas and lives, and any solutions to problems or issues must come from the community themselves.

Currently there are ten Thriving Places areas in Glasgow. They have been identified as having consistent levels of inequality relative to other parts of the city when looking at child poverty, health indicators and levels of unemployment. In the north west of the city there are three Thriving Places areas:

- Drumchapel
- Lambhill and Milton
- Ruchill and Possilpark

Each area has its own locality plan, laying out the area's assets, issues and the plans local people have developed to tackle some of these issues.

Ruchill and Possilpark community plan has been produced by people who live or work in the area. It tells the story of the area so far and sets out how together; local people, organisations and services can make changes that the community would like to see in the area over the next ten years.

The plan provides an update on the work carried out by local people, organisations, and collaboratively through Thriving Places. The plan is committed to tackling inequality in Ruchill and Possilpark and is a living plan. It will grow and change as it continues to include, involve and enable the community to have an active role in its development and delivery.

Updates to the locality plan have taken place annually:

2018/19: Community Connector appointed. Business Improvement District (BID) programme and food insecurity investigation.

2019/20: Activity guide & community directory produced. Setting up of new, and support for existing local community groups. Thriving Places to improve safe routes to and from primary school for pupils. Scottish Government and Glasgow City Council funding for Saracen St BID.

2020/21: Thriving Places adapted to help community with emergency support during COVID-19 Pandemic. Environmental projects supported to increase biodiversity and Community groups helped to make more use of local spaces in the built-up environment.



Glasgow North Strategic Development Framework
Prepared by GCC
July 2020

The framework sets out GCC's high-level spatial ambitions for Glasgow North around a vision that looks to establish Glasgow North as a healthy and high quality place in which to live and work. The intended outcomes are as follows:

- A WORKING NORTH - Attractive and accessible business locations that support enterprise, employment and economic inclusion.
- A LIVEABLE NORTH - Thriving, sustainable neighbourhoods that support healthy living.
- A CONNECTED NORTH - Well-connected neighbourhoods with excellent public transport, walking and cycling links to improve accessibility and reduce car use.
- A GREEN NORTH - An accessible and multi-functional green network where nature and communities can flourish.

The Spatial Design Strategy covers a series of spatial topics, that set out themes and principles that will guide future development proposals, assist in the determination of major planning applications and help achieve our vision of a healthy and high quality place in which to live and work.

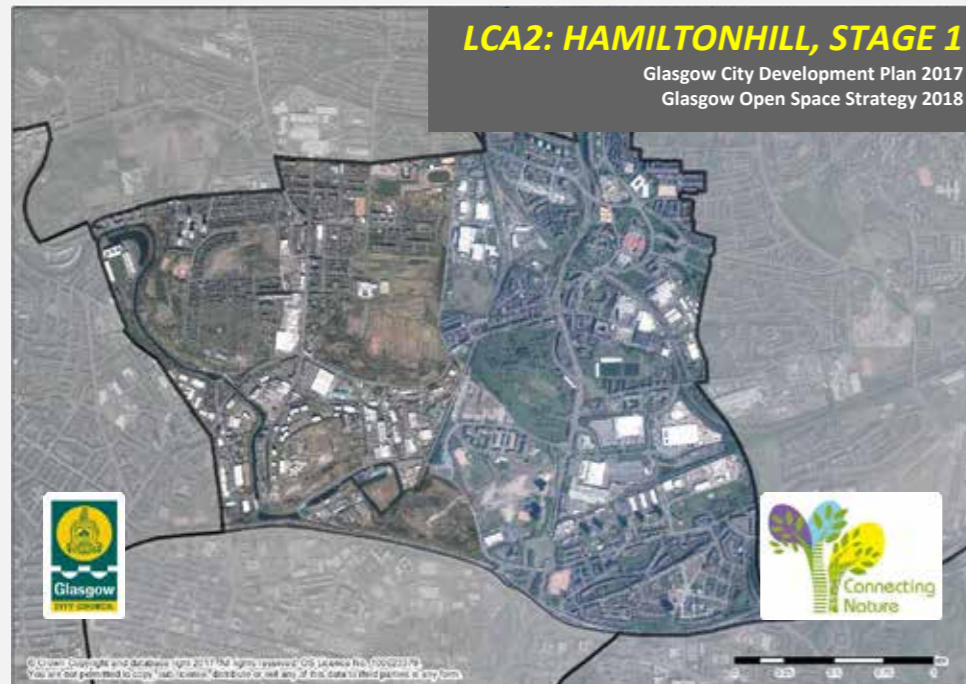


Glasgow Community Plan
Prepared by Glasgow Community Planning Partnership
October 2017

The Glasgow Community Plan has been developed by partners in the city to articulate the focus and priority areas where joint action can make a real difference.

Glasgow Community Planning Partnership brings together public agencies, the private sector and the third sector, to work to improve the city its services and the lives of people who live and work here.

The Community Empowerment (Scotland) Act 2015 requires the Partnership to publish a Local Outcomes Improvement Plan that sets out our shared priorities for the city, where we plan to make improvements and over time show that we have made these improvements. This document sets out these focus and priority areas. The Community Empowerment (Scotland) Act 2015 also requires Glasgow Community Planning Partnership to publish an annual progress report setting out improvements made in relation to each outcome identified by the Partnership.



Local Context Analysis
Prepared by GCC /Connecting Nature
2018

A two stage Local Context Analysis (LCA) to help inform the Council's understanding of open space and green network issues at the local level and inform the development of the Council's Open Space Strategy

The area comprises of the communities of Springburn, Royston, Sighthill, Possilpark, Cowlares, Firhill, Hamiltonhill and Port Dundas. There are also three light industrial areas at Cowlares, Port Dundas and Springburn (Atlas Industrial Estate).

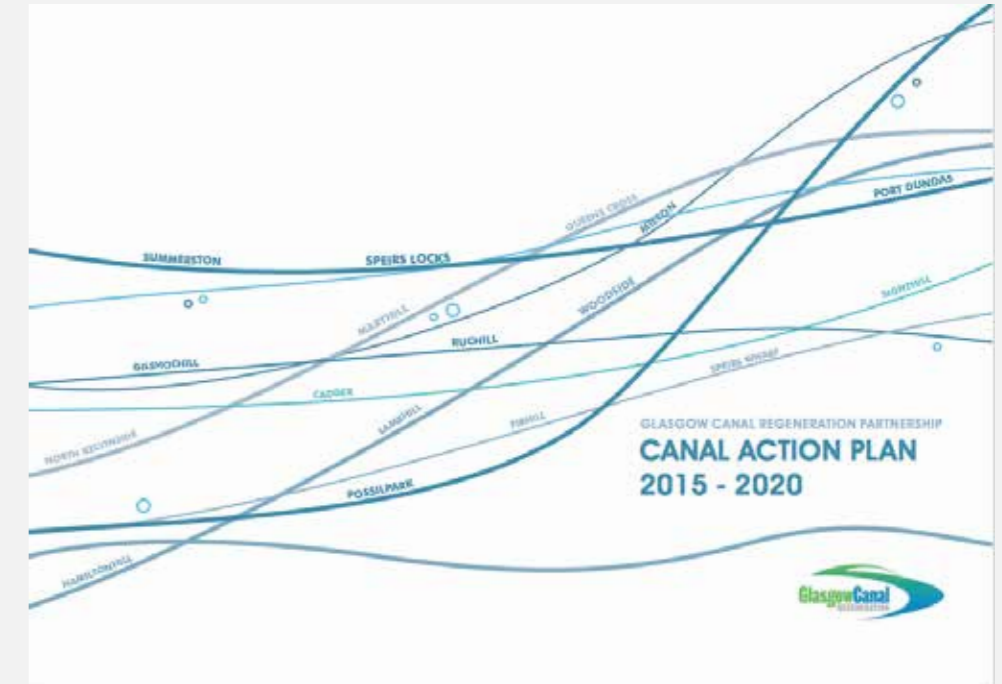
There are a wide range of house types and tenures in the area ranging from Victorian era sandstone tenements through to new build social and private housing. The area is served by a range of community facilities such as schools, nurseries, health centres and libraries. Springburn provides much of the retail requirement for the area alongside a swimming pool and sports centre.



Glasgow Canal Connectivity Strategy
Prepared by LUC in association with Phil Jones Associates
November 2017

The Key Objectives of the study are:

- To increase the numbers of people safely walking and cycling along the canal and surrounding streets;
- To grow the area into a place where cycling and walking are the preferred mode of transport for journeys;
- To improve linkages between communities and facilities;
- To improve the health of the local communities;
- To encourage interaction with the local environment and heritage;
- To improve the local environment, making North Glasgow a more attractive place to live, visit and invest;
- To make North Glasgow an example of best practice in the provision of active travel using canal corridor infrastructure.



Canal Action Plan 2015-2020
Prepared by Glasgow Canal Regeneration Partnership
December 2014

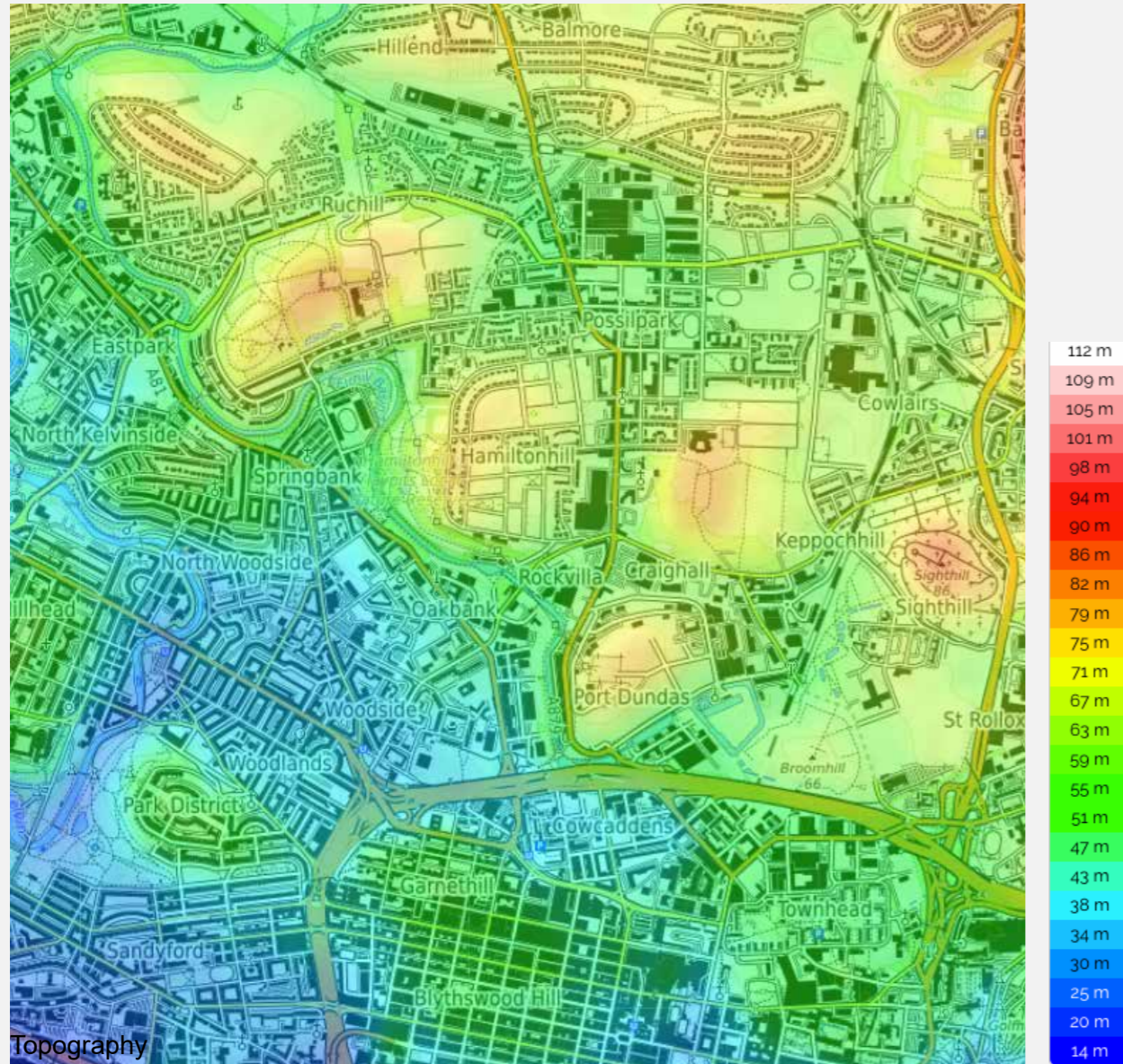
The Canal Action Plan provides an action programme to drive, direct and align regeneration activity in the canal corridor and its neighbouring communities that will be taken forward by the Glasgow Canal Regeneration Partnership in close collaboration with other public, private and community sector partners.

The Glasgow Canal Regeneration Partnership (GCRP) is a partnership of Glasgow City Council, Scottish Canals, and their development partners ISIS Waterside Regeneration and IGLOO Regeneration, with the aim of regenerating and transforming the canal in to a vibrant local and city destination.

The vision for a regenerated canal corridor is to create:

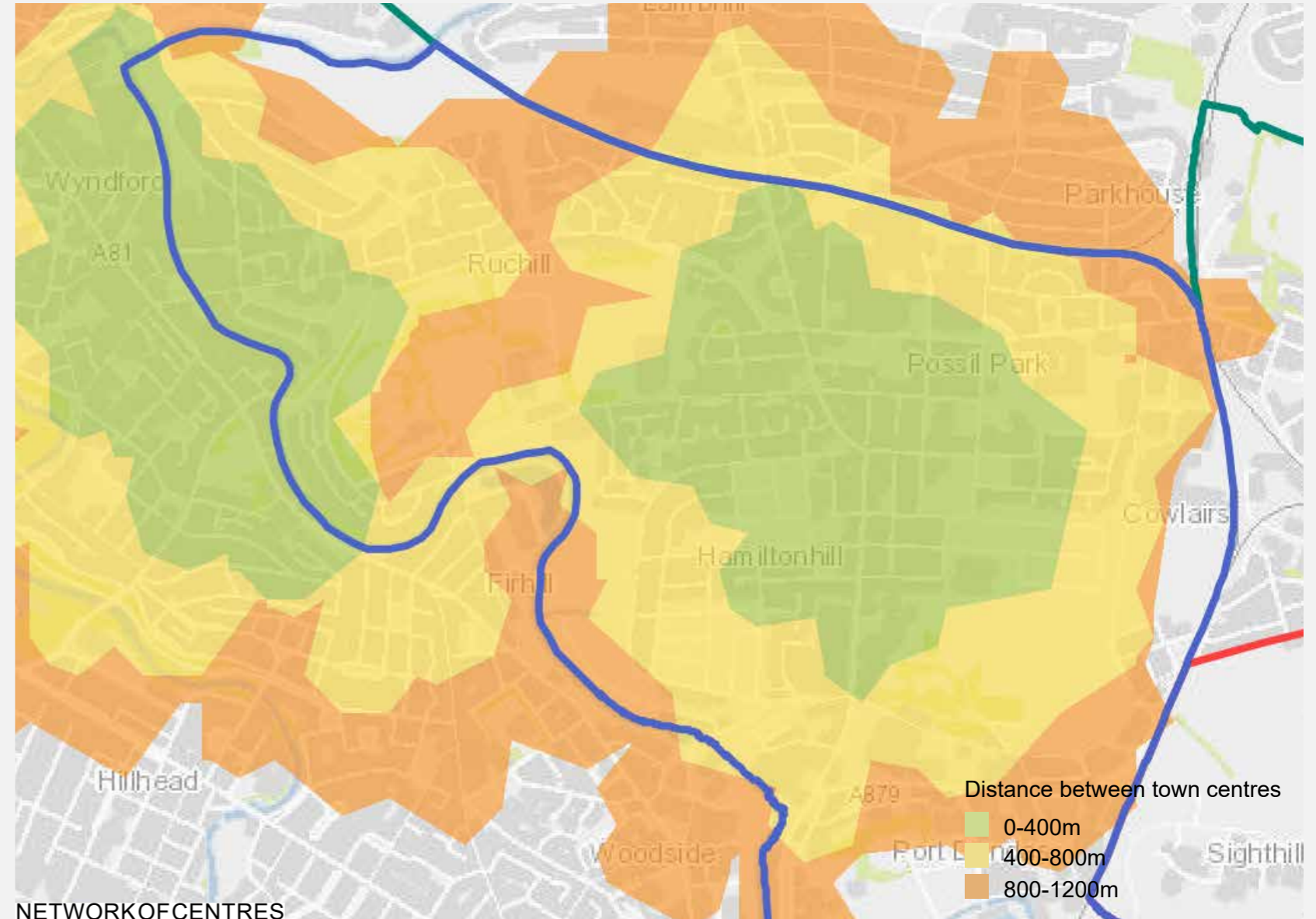
- A series of healthy, high quality and vibrant places for living, working, visiting and creating.
- Diverse, sustainable and connected communities that provide quality in housing choice, are walkable and benefit from easy access to shops, services, employment and amenities.
- A canal as a distinctive, well-loved and environment that connects to surrounding communities and the city centre and that stands out as a visitor destination within the city.

Glasgow Canal Co-op Forward Plan 2021-23 plans to unlock the potential of the canal to create a vibrant and inclusive neighbourhood for people to live, work and visit through collaborative funding opportunities.



TOPOGRAPHY

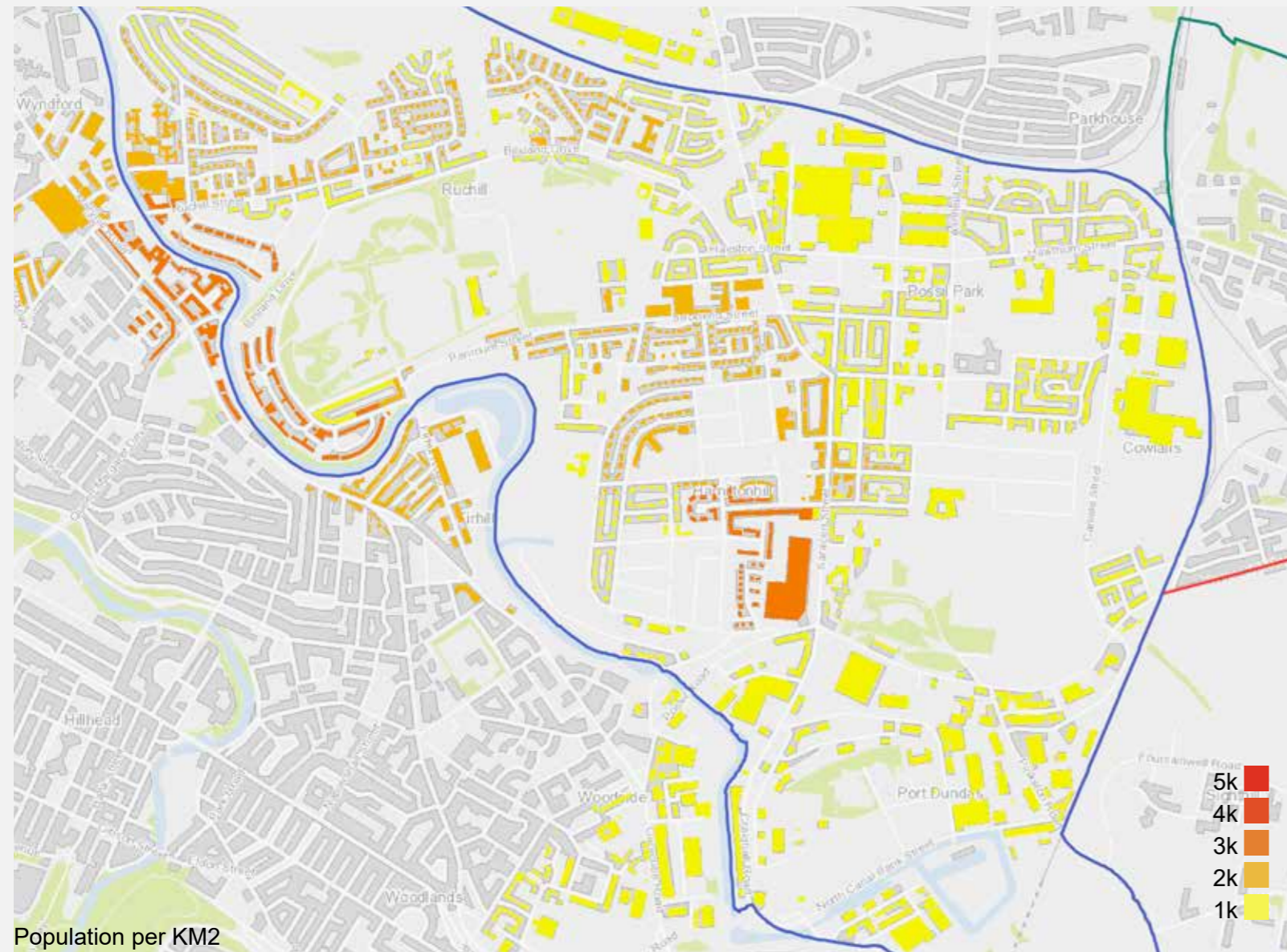
The above topographic heat map diagram of the Liveable Neighbourhoods North area shows that many of the focus areas are situated in elevation in relation to their surroundings, sitting 15m to 20m above the surrounding context. There are height differences between many of the focus areas which suggests that there should be a focus on making active travel and pedestrian mobility as easy as possible. Streets and routes are wide due to the demolition of previous industrial buildings and these define the areas.



NETWORK OF CENTRES

The Network of Centres (CDP4) diagram above illustrates large areas of the neighbourhood are more than 400m from the local town centre.

The geography of Ruchill Park results in the Ruchill community being detached from Possilpark town centre and as a result the community appear to use Maryhill for their needs.



BUILT FORM

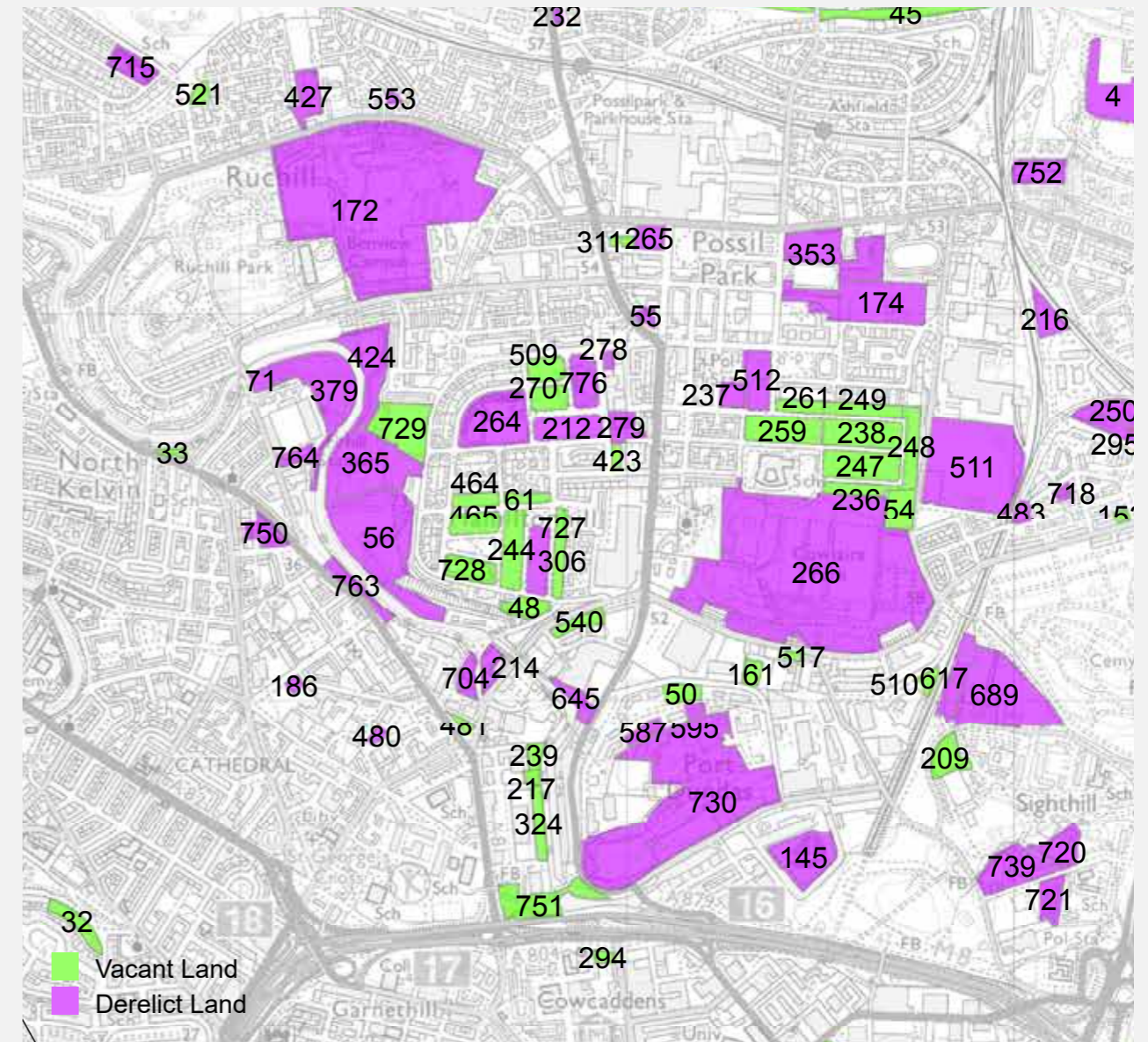
The above density diagram illustrates the neighbourhoods across this LN area have relatively low population density when compared to other more urban areas. The density is reflected by the building types in each area with tenement flats to the west edge at Ruchill as well as south of Possilpark town centre. The large majority of the housing in this area is detached, semi detached and terraced housing. There are large areas of industrial buildings in the north and east areas of Possilpark as well as the south areas around Port Dundas. Also of note is the large open area around Ruchill Park and the derelict land around Possilpark town centre.

VACANT AND DERELICT LAND

The diagram on the right is an extract from the Vacant & Derelict Land Register. A link to the register including maps and associated coding data on the individual sites is available below.

Vacant Land can be described as land that is unused for the purposes for which it is held and is suitable for development. The land must either have been developed previously or preparatory work undertaken in anticipation of future development.

Derelict Land (including buildings) can be described as damaged land that is unused for the purposes for which it is held and is incapable of development for beneficial use without rehabilitation or if the previous use constrains future development.

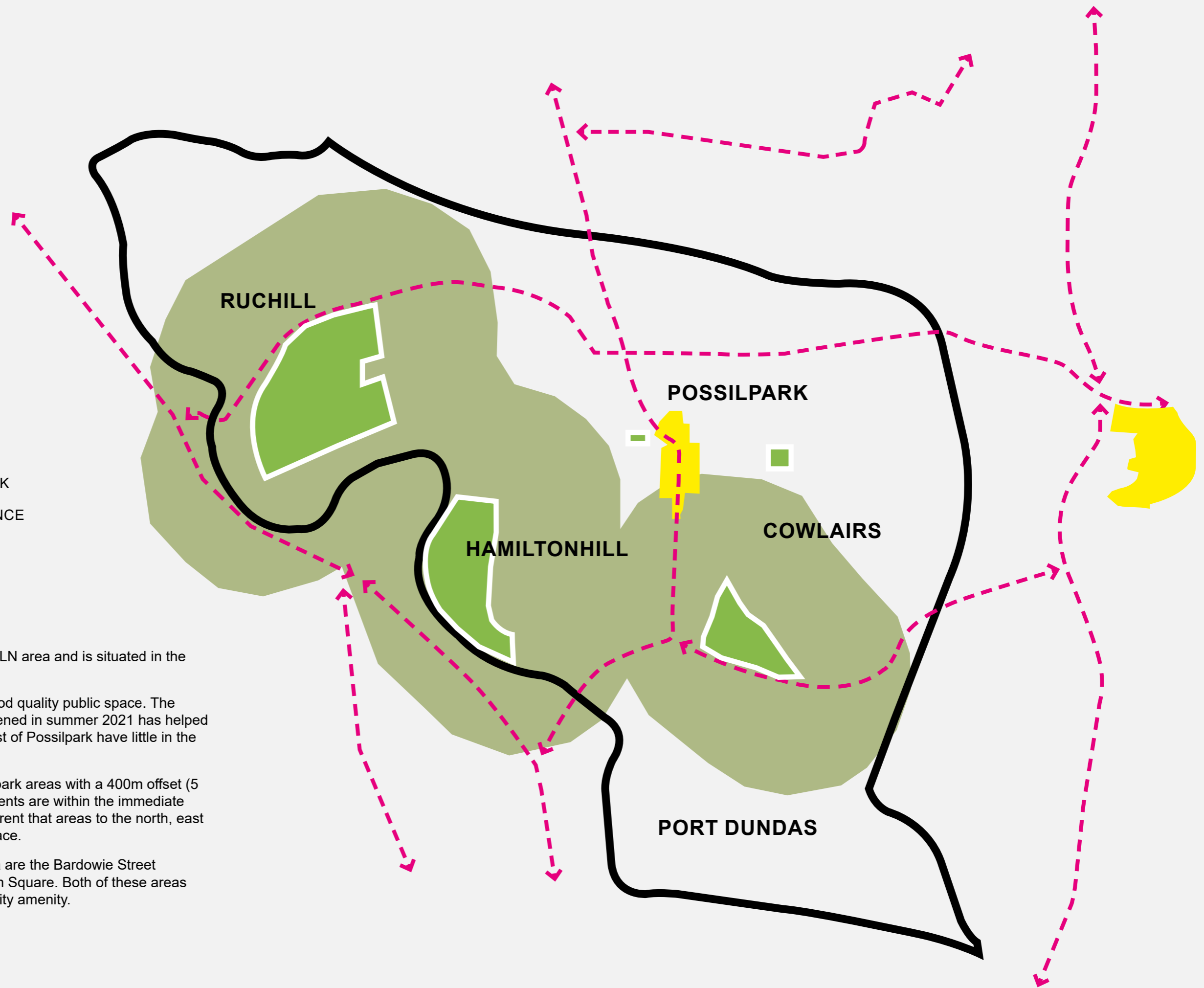


The register provides useful information as to the land categorisation, the previous use of the site, when the land became vacant or derelict, the development potential, the size and the ownership status (if known).

The Liveable Neighbourhoods north area contains a high concentration of vacant & derelict land sites. This ties into the fragmented approach to development and makes the connections across these areas even more crucial.

<https://glasgowgis.maps.arcgis.com/apps/webappviewer/index.html?id=9cfd87310fe4d1fb9a13f76befe8b81>

-  LN NORTH
-  CITYNETWORK
-  LOCALTOWNCENTRE
-  EXISTING PUBLIC PARK
-  400M WALKING DISTANCE



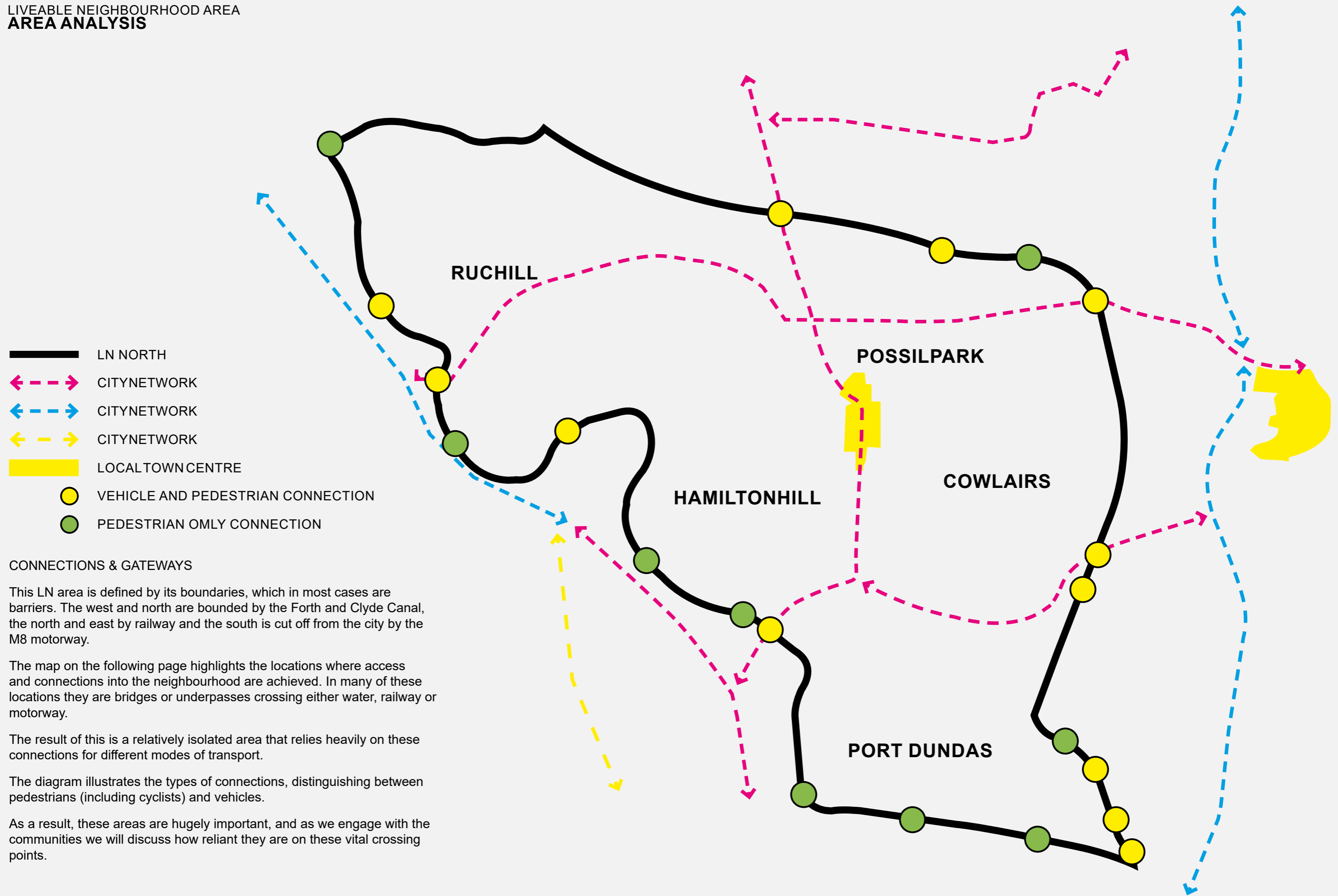
ACCESS TO QUALITY OPEN SPACE

Ruchill Park is the largest city park in the LN area and is situated in the north west.

The overall area suffers from a lack of good quality public space. The Claypits Local Nature Reserve, which opened in summer 2021 has helped alleviate that issue but the area to the east of Possilpark have little in the way of public space.

The diagram illustrates the three largest park areas with a 400m offset (5 minutes walk) illustrating how many residents are within the immediate locality of these spaces. It becomes apparent that areas to the north, east and south have least access to public space.

The two smaller public spaces in the area are the Bardowie Street Playground and the Possilpark Millennium Square. Both of these areas are under utilised due to their lack of quality amenity.



CONNECTIONS & GATEWAYS

This LN area is defined by its boundaries, which in most cases are barriers. The west and north are bounded by the Forth and Clyde Canal, the north and east by railway and the south is cut off from the city by the M8 motorway.

The map on the following page highlights the locations where access and connections into the neighbourhood are achieved. In many of these locations they are bridges or underpasses crossing either water, railway or motorway.

The result of this is a relatively isolated area that relies heavily on these connections for different modes of transport.

The diagram illustrates the types of connections, distinguishing between pedestrians (including cyclists) and vehicles.

As a result, these areas are hugely important, and as we engage with the communities we will discuss how reliant they are on these vital crossing points.

LIVEABLE NEIGHBOURHOOD AREA
SIMD CONTEXT

The Diagram opposite illustrates the project area as represented on the Scottish Index of Multiple Deprivation (SIMD).

The SIMD assesses individual areas by the following categories

- Income
- Employment
- Health
- Education / Skills
- Housing
- Geographic Access
- Crime

Ruchill

The SIMD areas that define Ruchill rank in the 40% most deprived areas of Scotland. There is however some disparity in rankings within these. The areas associated with the Forth and Clyde Canal rank in the 50% least deprived in terms of Income, Employment, Health and Geographic Access to Facilities while still being in the 20% most deprived in terms of Education, Housing and Crime.

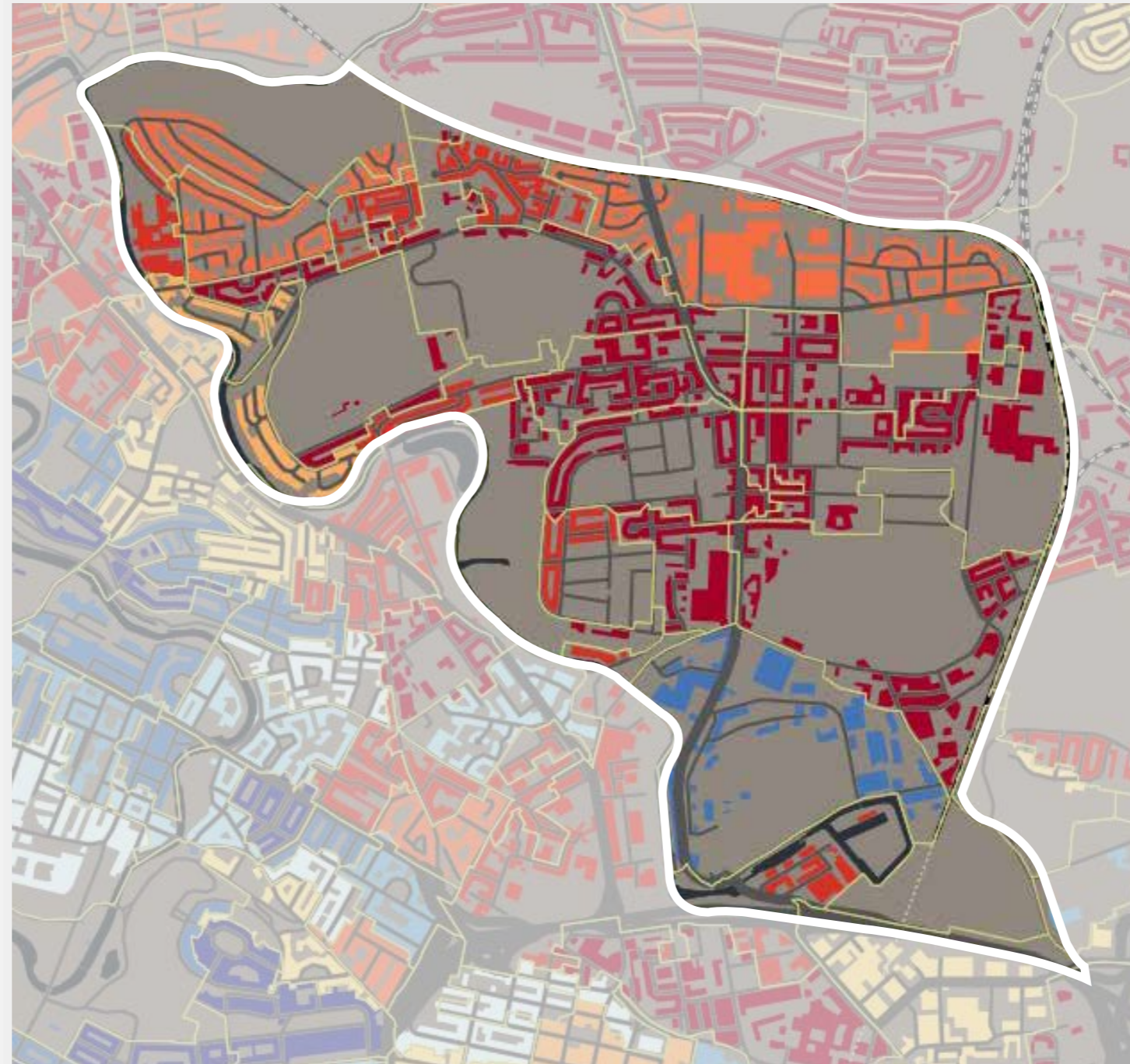
North of Ruchill Street ranks generally lower than the other areas at an average of 30%-40% most deprived but is within the least deprived 60% for crime and the least deprived 80% for Geographic Access to Facilities Ruchill Park and its associated areas are ranked in the most deprived 10% for Income, Employment, Health, Education, Skills and Training, Crime and Housing. With a 60% least deprived ranking in Geographic access to Facilities.

Keppochhill

With the exception of 'Geographic Access to Services' where it ranks between 60% - 90% least deprived, Keppochhill ranks in the most deprived 10% - 20% for Income, Employment, Health, Education, Skills and Training, and Housing, the majority being within the 10% most deprived. The Crime ranking varies from the most deprived 20% (majority) to the most deprived 30% - 40%.

Possilpark

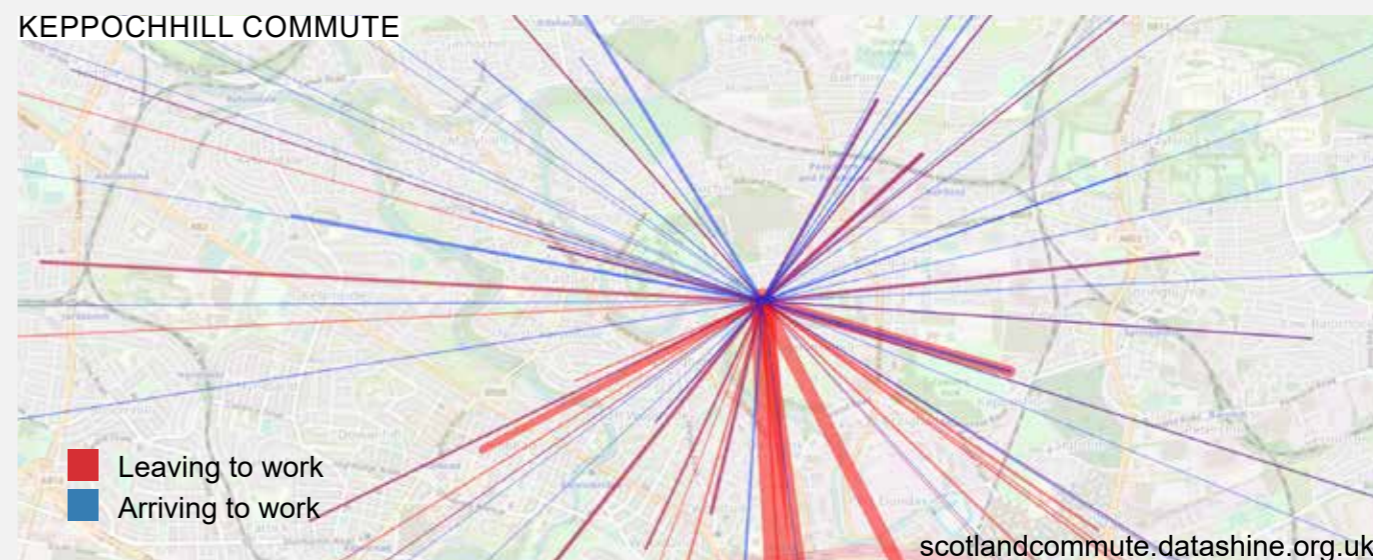
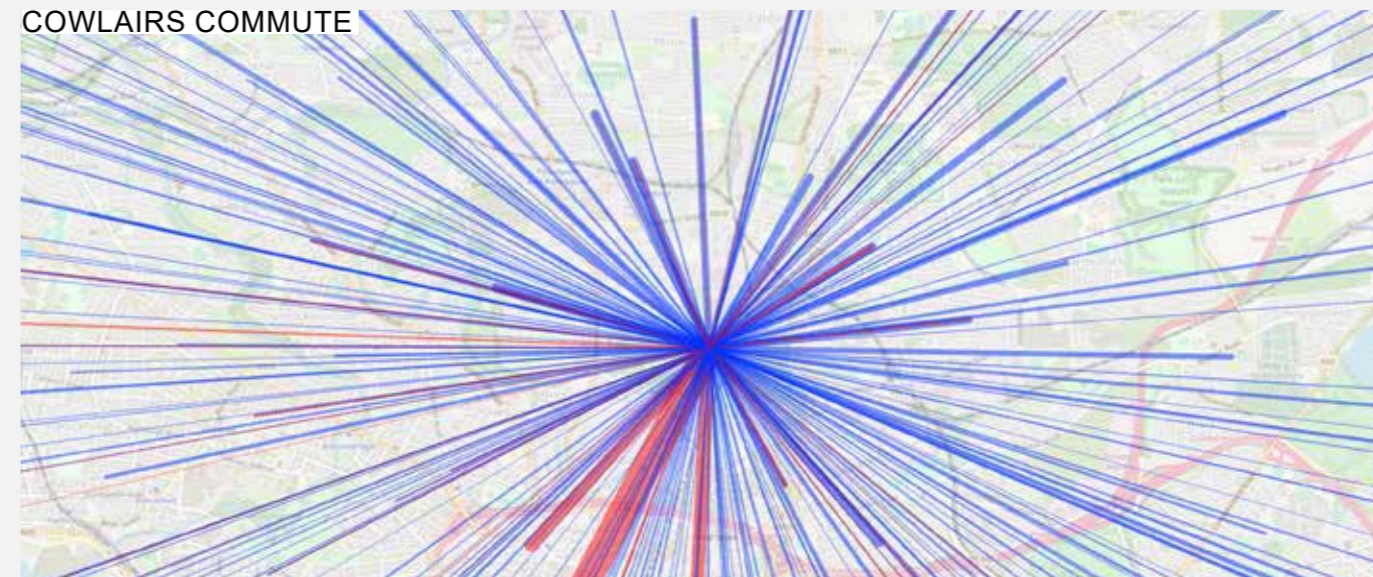
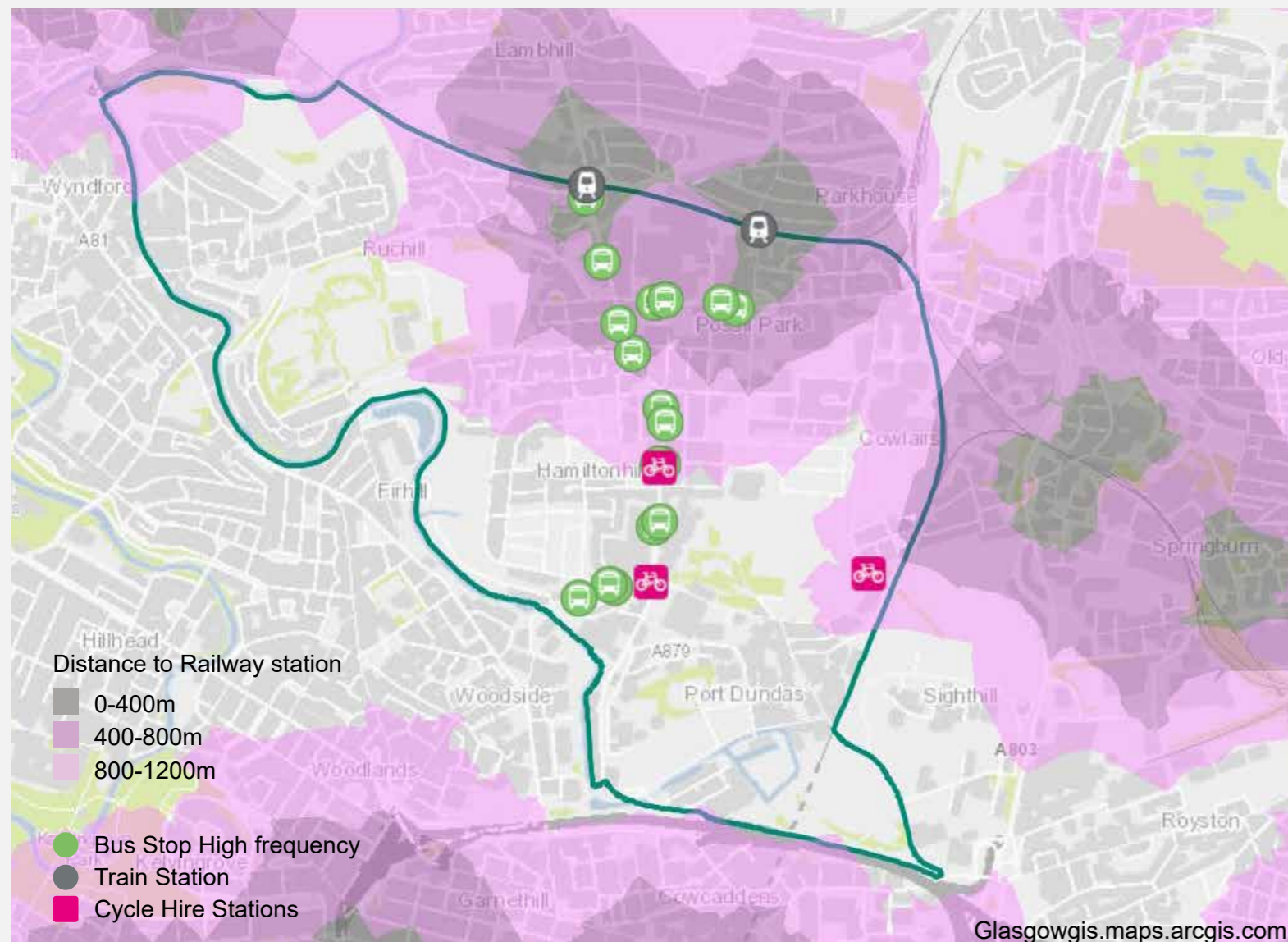
The areas of Possilpark that lie south of Bilsand Drive rank in the most deprived 10% for Income, Employment, Health, Education, Skills and Training, Crime and Housing. This is with the exception of Geographic Access to Services where it is in the 90% least deprived. These two catchment areas are the 14th and 12th most deprived areas in Scotland. North of Bilsand Drive Possilpark ranks generally within the 20% - 30% most deprived in terms of Income, Employment, Education, Skills and Training, Crime and Housing. In terms of Health it ranks within the most deprived 10% - 20% with a 40% - 60% ranking in terms of Geographic Access to Services.



Cowlairs and Port Dundas

With the exception of 'Geographic Access to Services' where it is in the 90% least deprived, Cowlairs ranks in the most deprived 10% for Income, Employment, Health, Education, Skills and Training, Crime and Housing. In contrast to Cowlairs, Port Dundas ranks in the 90%-100% least deprived in terms of Income, Employment, Health, Education, Skills and Training. It is below the national average in terms of Housing (40% most deprived); Geographic Access to Services (50% most deprived) and Crime (20% most deprived).

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
<p>Significant investment already underway at Sighthill and Hamiltonhill</p> <p>Access to canal corridor for biodiversity and recreation activities</p> <p>Planned residential led redevelopment at Cowlairs already being considered</p> <p>Recent investment in area with new health centre and public realm improvements along Saracen Street</p> <p>Close proximity to less deprived west end communities</p> <p>Planned investment at Hundred Acre Hill to support housing.</p> <p>City Deal infrastructure improvements on North Canal Bank Street and improved connections via Scottish Canals link to Sighthill and the new pedestrian M8 bridge.</p> <p>Within walking or a short bus journey to the City Centre.</p> <p>Served by train line to the north.</p>	<p>Almost entire area is bounded by canal (west and north), railway (north and east) or M8 motorway (south)</p> <p>Large areas of social deprivation</p> <p>Large areas of derelict land with no development planned</p> <p>Routes to school (Keppoch Campus) are in very poor condition</p> <p>There is no secondary school in the LN area</p> <p>Access to public transport is considered very poor</p> <p>Topography of Ruchill Park creates physical barrier between Ruchill and Possilpark, as a result Ruchill identifies more with Maryhill communities</p> <p>Pollution from M8 motorway (noise and environmental)</p> <p>Anti-social activities are prominent</p> <p>Little or low standard outdoor amenity space</p> <p>No public toilets</p> <p>Few local industries/businesses/work opportunities</p>	<p>Improving connections to surrounding communities will help social and cultural links</p> <p>Low car ownership with wide roads allows opportunity for street interventions</p> <p>Diverse cultural communities promoting positive change</p> <p>Open space and potential for new park, design funded by VDLF</p> <p>Grouting of old mine workings, programmed to start early in the new year 2022</p>	<p>“heard it all before” attitude could hinder peoples interest and uptake</p> <p>Funding uncertainties</p> <p>Anti social activities could influence outcomes</p> <p>Interventions might be too reliant on other projects and drivers</p> <p>Scale of Cowlairs Park may make it difficult to sell to developer thus allowing it to lie vacant</p>



MOVEMENT

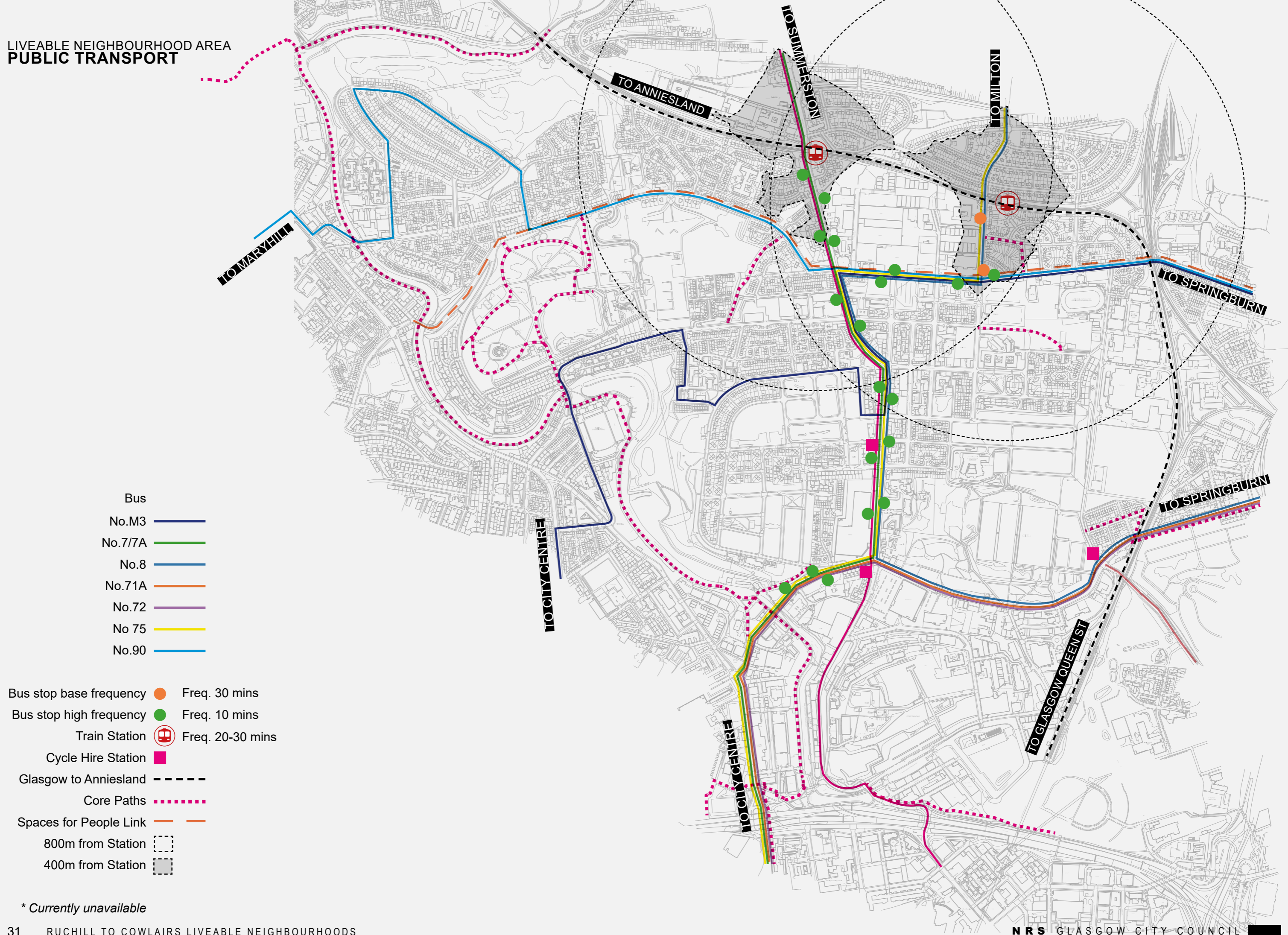
The diagram on the left indicates a large number of high frequency bus stops along a major route at Saracen Street. It doesn't show the difficulties in getting to Saracen Street. The image also shows a complete lack of access to any train stations.

The diagrams on the right from DataShine Scotland illustrate the movement to and from the area and the following page demonstrates the movement in and around the neighbourhoods within the area. The diagrams on the right show the commute to and from the north. The Keppochhill map shows that most people leave the area and commute to the City Centre. This demonstrates a requirement for more public and active travel solutions.

The Cowlares commute shows a high number of people arriving. As well as people travelling into the area by motor vehicle for work, it also suggests there could be a high volume of commuters using the area to park and working elsewhere. In either case it indicates that the movement to and from the area is not necessarily benefiting the local community.

The map opposite attempts to capture the major public transport routes and service across the LN Area. It also illustrates the core path network which is quite fragmented. This is not unusual in a city the size of Glasgow however it does highlight where improvements and connections could be made.

LIVEABLE NEIGHBOURHOOD AREA
PUBLIC TRANSPORT



* Currently unavailable

LIVEABLE NEIGHBOURHOOD AREA VEHICULAR TRAFFIC & PARKING

Vehicular traffic primarily passes through the area along the local distributor routes:

A897 - Balmore Road/Saracen Street/Craighall Road

The north/south route through the centre of the area carries traffic through from the City Centre to the north but also servicing adjacent communities such as Hamiltonhill to the west and Possilpark, Cowlairs and Port Dundas to the east. This road connects to B808 - Bilsland Drive/Hawthorn Street and Keppochhill Road via large crossroad junctions.

B808 - Bilsland Drive/Hawthorn Street

The main east/west route through the area, connecting Maryhill with Springburn and running through Ruchill and servicing Cowlairs to the south.

Keppochhill Road

This road links Maryhill with Springburn, servicing the communities of Hamiltonhill to the north and Port Dundas to the south.

Carlisle Street/Finlass Street

This street is not as large as the other three routes listed above, however plays an important role in connecting Keppochhill Road to Hawthorn Street and servicing Cowlairs Industrial Estate to the east and Cowlairs/Possilpark to the west.

This area has a unique mix of conditions where the main routes serve through traffic to the City Centre and two east/west routes. There is easy access to the M8 Motorway and local distributor routes for Industrial and associated commuter traffic. Some retail traffic is concentrated along A897 - Balmore Road/Craighall Road/Saracen Street and local retail is along Saracen Street. Traffic is also generated by access and servicing as well as public transport bus routes.

Combating climate change will require a reduction in emissions to reach the City's goal of net zero. Efforts to reduce air pollution can be achieved by a reduction in the amount of vehicles on Glasgow's streets. There are many ways in which traffic can be controlled within an area. One option is to limit through traffic in the short term and encourage the switch to electrical vehicles in the long term. Currently electric vehicles remain unaffordable.

Low traffic Neighbourhoods make it difficult for through traffic to use residential streets as rat runs to save time on journeys. There is an opportunity within the area given the width of streets to provide more space for pedestrians and active travel and less space for parking.

Our observations suggest that in a number of residential areas car ownership is low. A reduction in parking should not mean a reduction in accessibility as measures can be introduced to allow short stay parking near shopping areas or provide an increase in the number of designated disabled spaces or specified loading zones.

Modal filters restrict the passage of certain types of vehicles, helping ensure motor traffic is diverted away from using residential streets as rat runs. This is important within the Liveable Neighbourhoods area context as there are three main business/industrial areas within Ruchill to Cowlairs: Cowlairs Industrial Estate, Port Dundas and Denmark/Lomond Street Industrial Area (North Possilpark). The commuting analysis showed that the area hosts a large number of car commuters suggesting streets are used as parking for the industrial estates or as park and rides into town.

Footway protection along dedicated or shared surface cycle routes will prevent cars parking on them and will help future proof active travel as a safe and viable option with a consistency that can be relied upon.

Diverting traffic to main routes will reduce the impact of commuters on the local neighbourhoods however measures to reduce the amount of car parking spaces could address any imbalance in favour of local residents. The introduction of car club spaces will provide shared access to vehicles among the community.

RUCHILL
HAMILTONHILL
POSSILPARK
PORT DUNDAS
COWLAIRS

LIVEABLE NEIGHBOURHOOD AREA OPERATIONAL SERVICES

The environment and climate change as a focus has increased over the recent years. Communities require increasing access to services and facilities that help drive incremental change.

Recycling and Up-cycling allows neighbourhoods to reduce their carbon footprint in that a reduction in landfill or incinerated waste reduces off-gassing and emissions.

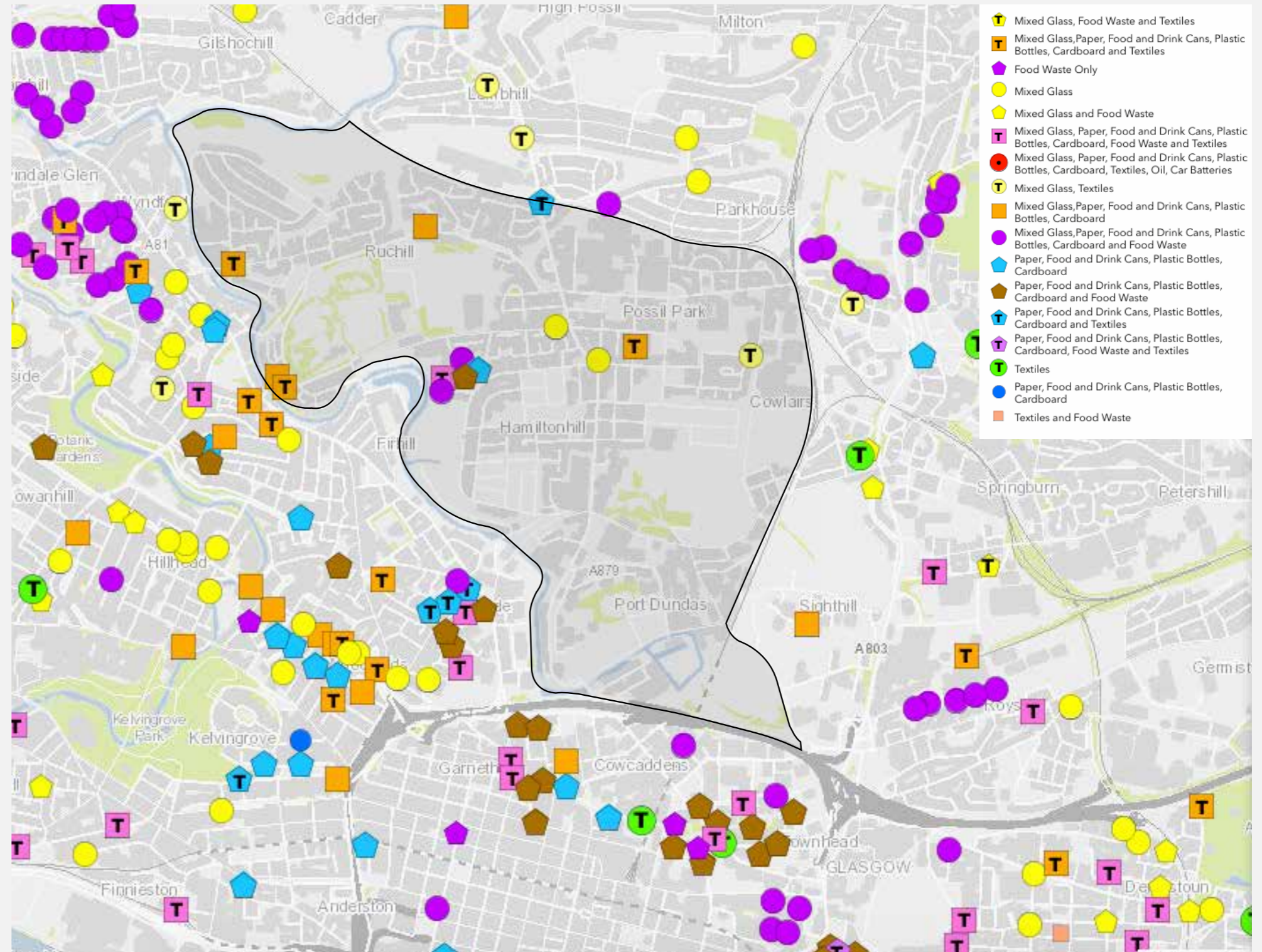
Access to a variety of recycling stations and facilities becomes more crucial in terms of communities feeling like they can help make a difference. On top of regular waste collection services (including recycling pickup) proximity to larger and more specific recycling points are key.

The diagram on the right shows an abundance of local recycling options outwith the Ruchill to Cowlares area, but few stations within the area. These are limited to the perimeter (on the Canal) near Maryhill, a few around Saracen Street, one located at the perimeter of the Cowlares Industrial Estate and one in Ruchill. The remainder of recycling points and the greatest concentration (5 stations) are located at the Wester Common flats.

The plan indicates that the majority of residents in Ruchill, Possilpark and Hamiltonhill (excluding the Flats) have limited options for recycling. Cowlares only has access to a single textile bank, Port Dundas has no facilities.

It may be that due to the nature of Port Dundas and Cowlares Industrial Estate being categorised as commercial/industrial that recycling is carried out privately. However for any residents there are no facilities.

Providing access to recycling options for different social demographics is important to facilitating change and helping the environment.



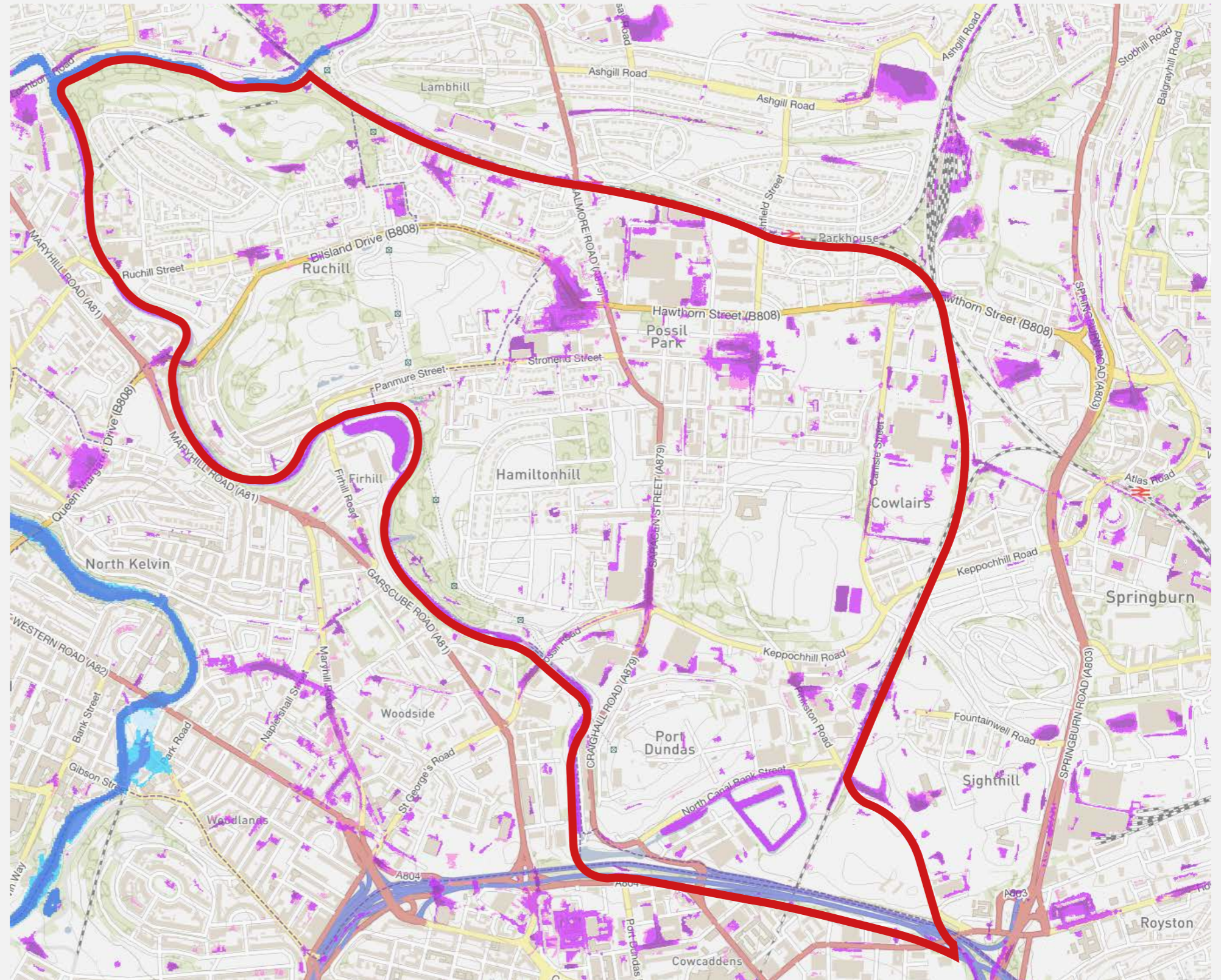
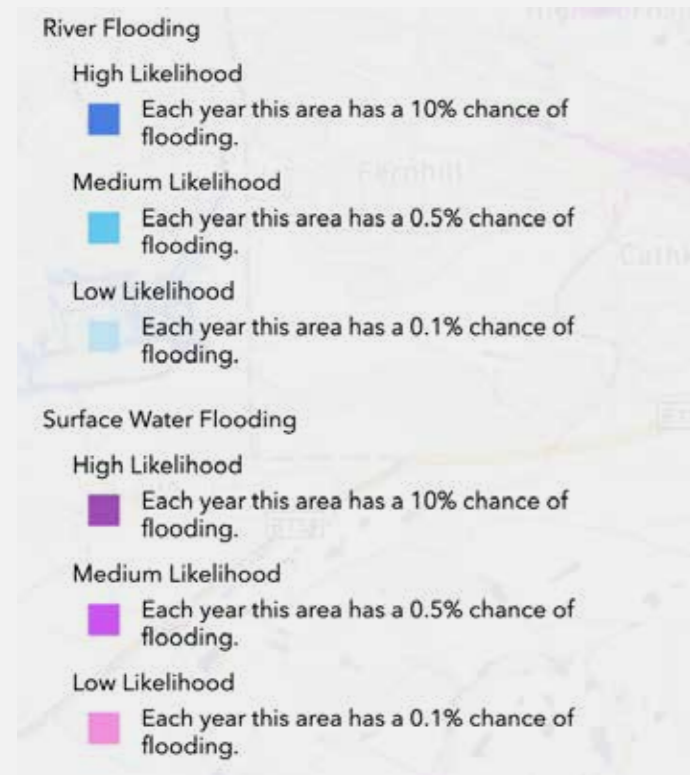
LIVEABLE NEIGHBOURHOOD AREA FLOOD RISK

The diagram on the right from SEPA shows the flood risk for the north Liveable Neighbourhood. It is categorised as Surface Water flood risk.

Surface water flooding is a risk across some larger areas and along roads. The most concentrated areas of flooding are present around Bilsland Drive where it meets Balmore Road and the cross between Hawthorn Street and Ashfield Street. In both these locations the surface water flooding issues permeate outwards from the road and encapsulate the adjacent urban blocks.

Other areas of note are stretches of surface water flooding along Hawthorn Street in the east of Possilpark, Carlisle Street at Cowlairs, Saracen Street south, Possil Road and Bilsland Drive under the Canal aqueducts and Pinkston basin.

Areas affected by a scattering of localised surface water issues include residential streets such as Ruchill east, Possilpark east and Hamiltonhill south east. Industrial areas affected include Possilpark north, Pinkston Road and Cowlairs Industrial Estate.



SCOTTISHEPA.MAPS.ARCGIS.COM/APPS



Ruchill SuDS Ponds

In the Ruchill to Cowlares area there are two flood mitigation projects delivered through The Metropolitan Glasgow Strategic Drainage Partnership:

North Glasgow Integrated Water Management Scheme - Glasgow's Smart Canal

The North Glasgow Integrated Water Management System - Glasgow's Smart Canal - combines 18th century infrastructure with 21st century technology to dynamically manage surface water and flood risk in a carbon efficient manner, and enable sustainable, resilient, regeneration of a large area of North Glasgow with a blue-green, placemaking approach.

The system unlocks 110 hectares of land across North Glasgow, enabling the development of up to 3,000 new homes across five core development areas.

The system feeds live weather forecasting data into real-time hydraulic simulation of flows and autonomously identifies extreme weather. Commands are then sent to remotely open and close valves, close canal feeders and lower the canal water level by up to 100mm across the 19km Forth and Clyde Canal summit pound.

This creates capacity for 55,000m³ of surface water in advance of the forecast rainfall.

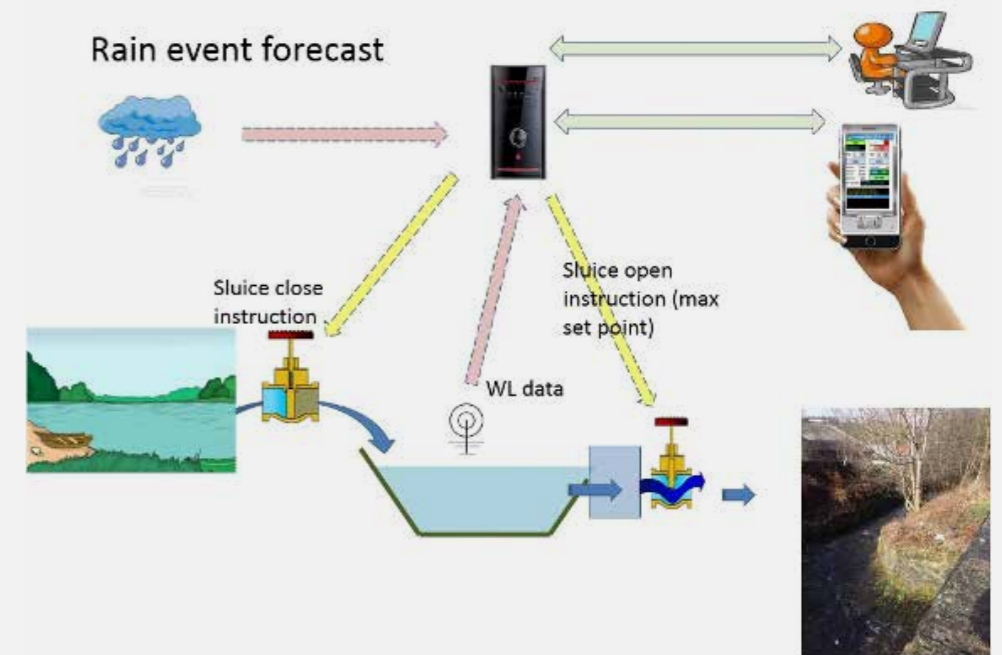
Ruchill SuDS Ponds

A series of linked SuDS ponds has been formed in Ruchill Park to manage surface water prior to discharge to the Forth & Clyde Canal at Firhill Basin. Three attenuation ponds manage excess surface water, reduce the risk of flooding and reduce the risk of pollution entering streams and rivers.

The ponds use natural methods to store water, providing base level of treatment, and then controlling its release.



Sighthill TRA - Green Blue network



STRATEGY

GCC have collaborated with local arts organisation WAVEparticle to provide engagement within the communities and stakeholders in the two LN areas in both the north and south of the city. Due to the size of the LN project areas the project team have worked hard to capture thoughts and comments from as wider community as possible and also worked to capture and analyse previous engagement. The follow methods of engagement have been used -

- Identifying Previous Engagement
- On- Street Engagement
- PeKu Online Event
- Digital Engagement (Commonplace)

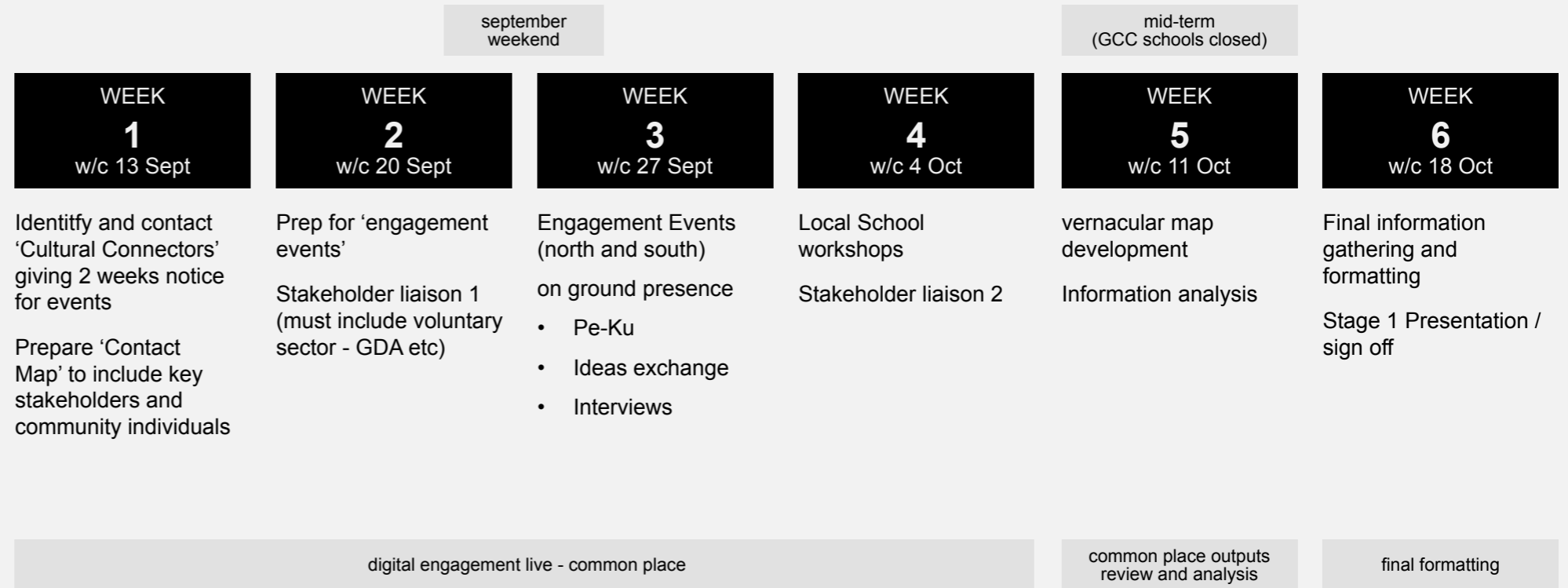
The strategy utilised a recognised engagement tool of 'Connecting Cultural Connectors' by identifying a series of key individuals across both LN areas to work together and identify interventions with an open agenda but linked to the key LN themes. By bringing these individual as together we will build resilience in the localities and encouraging dialogue will create connections across communities to share experiences and ideas ensuring the LN vision is delivered across the city.

Building on the stories already used in the LN toolkit, the individuals will become conduits into the community to help with issues such as helping with behavioural change and identifying 'place' issues. By drawing on peoples imagination we will get a real understanding of the needs of the local neighbourhoods. By embodying local knowledge we can identify specific proposals from real people.

These methods initially commenced in September 2021 and will be used to capture the thoughts of the local people and stakeholders.

The project team saw huge potential in engagement across both LN areas to try and cross-pollinate and gather stories that will allow ideas to be nurtured across the city. By engaging the communities in the north and the south with each other we aim to incubate relationships that can continue through the future phases and broaden horizons of people that might feel isolated in their own community.

The project team recognises that not all people have access to digital engagement and also struggle to engage physically due to personal barriers and certain disabilities. We have already reached out to Glasgow Disability Alliance who were able to join the on-line Peku event but also understand there is more engagement needed. As the projects progress the team will reach out to further groups and individuals to obtain a better understanding of what is needed in the neighbourhoods.



IDENTIFYING PREVIOUS ENGAGEMENT

Experience has shown that communities can be confused at what they're being asked as well as the frequency of conversations. Also, if there are no, or little outputs people can become frustrated or dis-interested. To overcome this and to attempt to not 'over-engage' where a lot of work has already been completed we will cross-reference past engagements and look to unearth connections and establish new ones. More details on the engagement in the specific areas is provided in the following chapter.

ON-STREET ENGAGEMENT

Through preliminary engagement and local knowledge the project team hosted a series of 'on the street' events across the two LN areas.

These events were hosted by WAVEparticle and whilst attended by GCC officers, the intention was to drop in almost unannounced to catch the community unawares and determine the real truth about some of the places across the city.

Armed with a gazebo, flags, maps and a series of pre-determined questions, the team set about conducting informal interviews and conversations with 'real people' with something to say!

Some conversations were recorded on camera and a short film has been created to tell some of the stories. Other conversations were used to listen to concerns and highlight opinions of the local people. This was also an opportunity to encourage local people to join us for the on-line PeKu event on 14th October 2021.

PeKu ONLINE EVENT

WAVEparticle invited several contributors to give short three minute presentations (PeKu) on something they are trying to develop in their area, with the intention that this will stimulate conversation, inspire action and begin the process of making better connections.

The project team will be looking for your help to identify potential interventions in your neighbourhoods that will be established as part of the first phase of the project.

By finding out what is important to these individuals and how they currently connect, will provide the team with the information needed to conclude the initial baseline report allowing us to move into the concept design stage. But equally understanding how they don't connect will also bring other possibilities to fruition, things that we might not have considered.

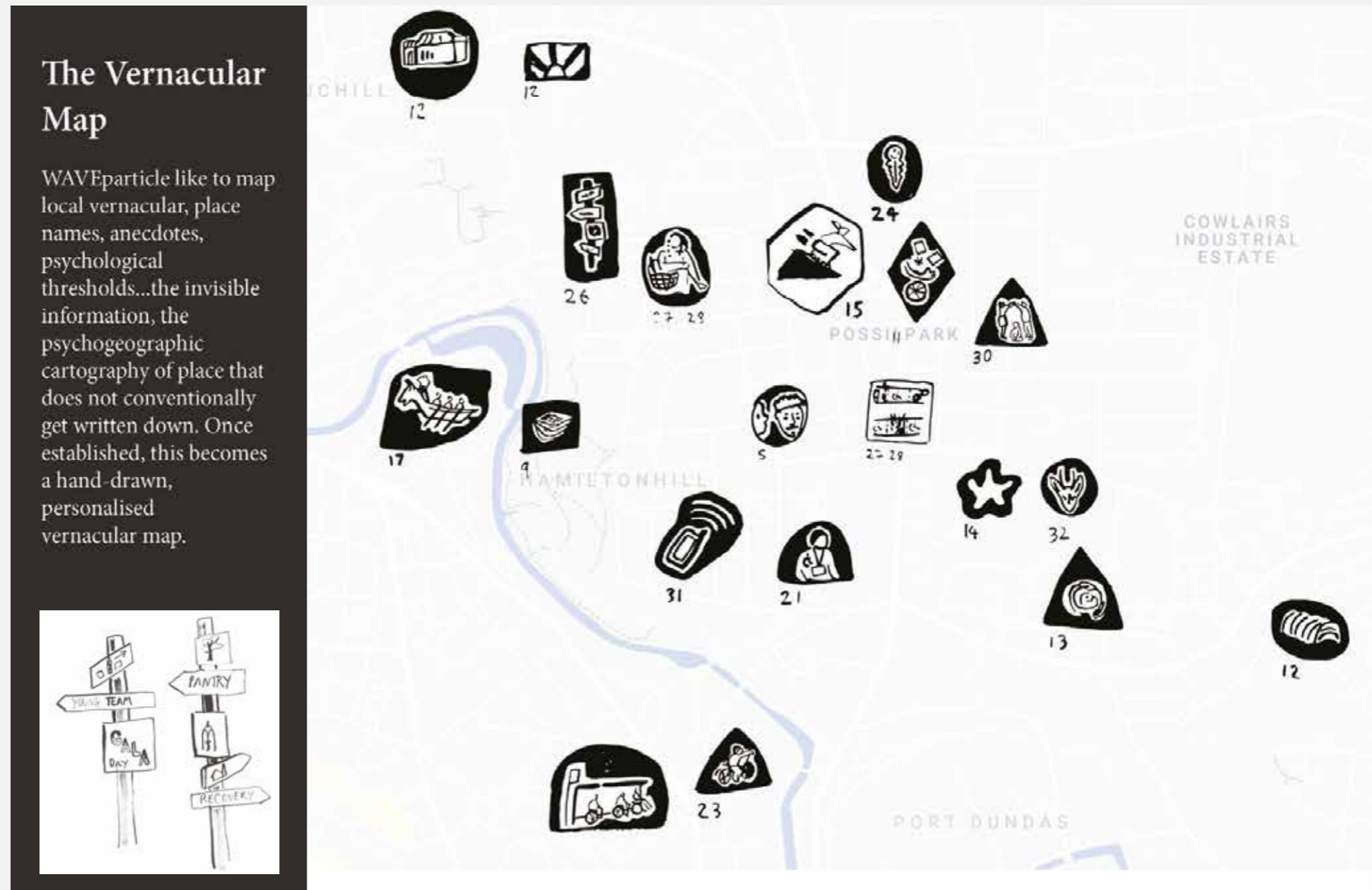


ANALYSIS

Various forms of media are used to nurture ideas and document conversations. By using active mapping as a tool, we can generate ideas and connections through the process. WAVEparticle have produced a vernacular map that captures local, place names, anecdotes, psychological thresholds (illustrated below).

As part of the online LN PeKu event, WAVEparticle artist Danielle Banks, made drawings and created icons representing people's concerns, and their ideas and solutions, effectively creating a visual synopsis, mapping the conversations that took place and logging an ideas bank in pictures.

WAVE particle have prepared a summary report that captures the engagement sessions into one document. The summary report can be made available to review.



DIGITAL ENGAGEMENT

In parallel to the physical engagement the project team have worked with the commonplace tool for digital engagement allowing individuals across the neighbourhoods to input comments and provide feedback.

Analysis of digital engagement has been reviewed in relation to the specific focus areas and the findings are discussed in the following chapter. In addition, any previous relevant engagement has also been highlighted in the project focus areas.

Commonplace is being used as the preferred digital engagement platform for each area within the first tranche. The platform allows people to comment and propose interventions in their area based on the themes of: Local Town Centres, Everyday Journeys, Active Travel and Streets for People. The Commonplace platform also provides information and links about the project as well as an opportunity to give more detailed feedback utilising the Place Standard tool.

The information gathered on the digital platform is being reviewed by the project team and formulated into a library of local projects to be developed that can be presented for funding bids to take the identified interventions to implementation. The platform has also been used to update people with news items such as upcoming engagement events as well as displaying web links to the LN Storymap and Toolkit.

The tool poses questions that were designed to encourage people to provide comments around the key LN themes as well as utilise the Place Standard methodology for comments around key questions informed by physical elements of a place and the social factors that define it.

This format will allow future engagement conversations to evolve utilising the more recognised Place Standard toolkit as the selected focus areas are defined.

Users were also encouraged to respond to their place by visiting the place standard website. We received 18 reviews from the LN south area and only a single review from the LN north area. The Commonplace websites will remain live for continued engagement being continually monitored and analysed as the projects progress through the next stages.

The format for the questions asked is as follows -

What are you commenting on?

Why is this place of interest to you?

How do you feel about this place?

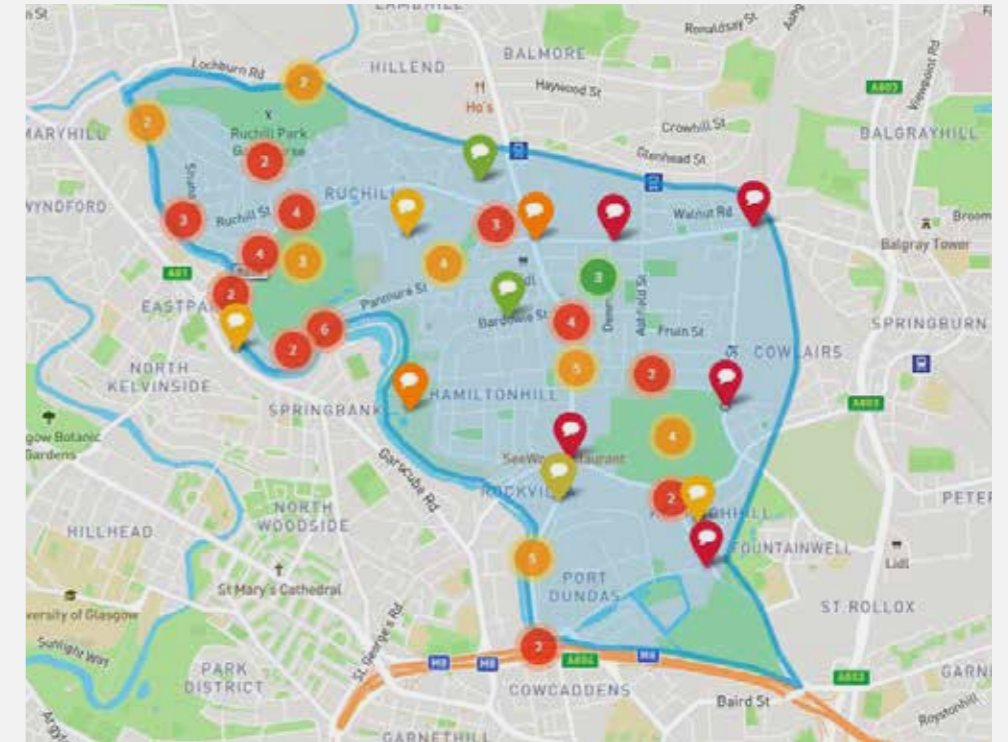
Which of the following Liveable Neighbourhood themes concern you?
 Local Town Centres Everyday Journeys Active Travel
 Streets for People

What would you like to comment on?
 Facilities & Amenities Identity & Belonging Traffic & Parking
 Care & Maintenance Work & Local Economy Natural Space
 Play & Recreation Feeling Safe Influence & Sense of Control
 Moving Around Housing & Community Public Transport
 Health & Wellbeing Social Contact Streets & Places

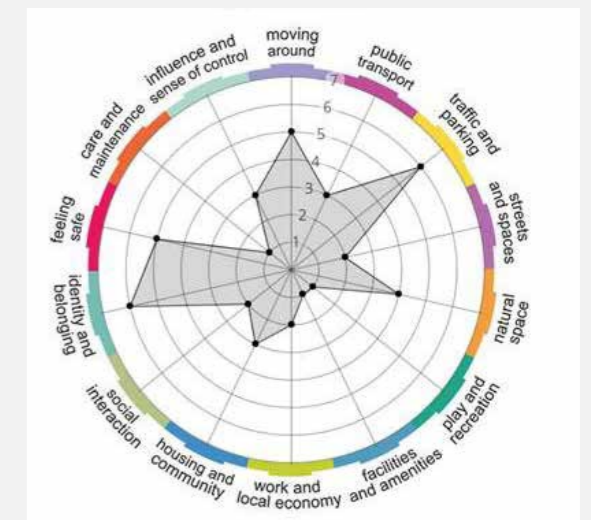
Please provide details

What type of intervention would you like to see?

Is there anything else you would like to add?



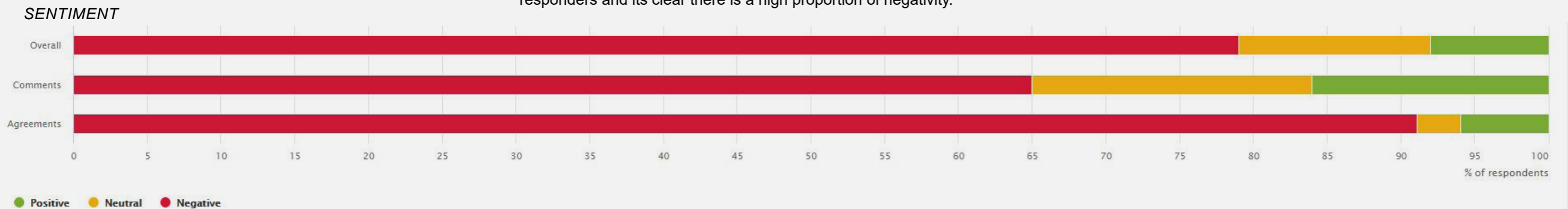
EXTRACT OF NORTH AREA MAP FROM COMMONPLACE



HAMILTONHILL PLACE STANDARD RESULTS

At the time of writing there have been just under 1000 visitors to the website. The map above illustrates the locations of the comments, relating to the location where the respondent has dropped a location pin to highlight their comment.

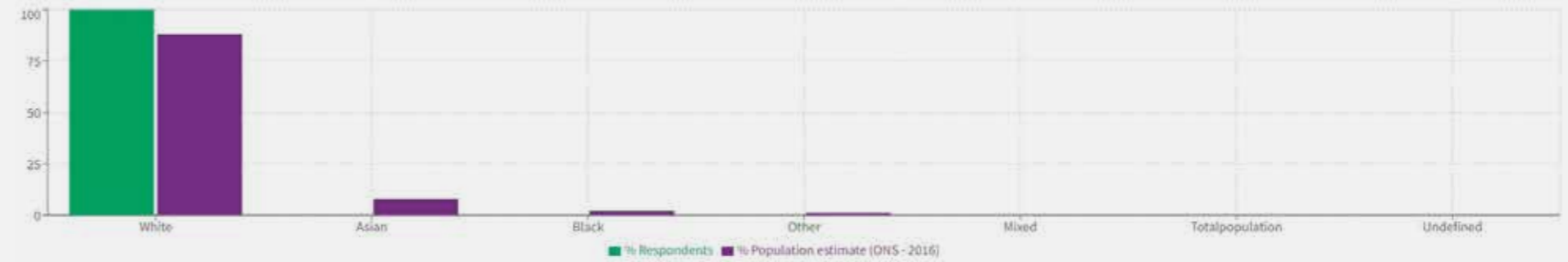
The graph below illustrates the overall sentiments recorded by the responders and its clear there is a high proportion of negativity.



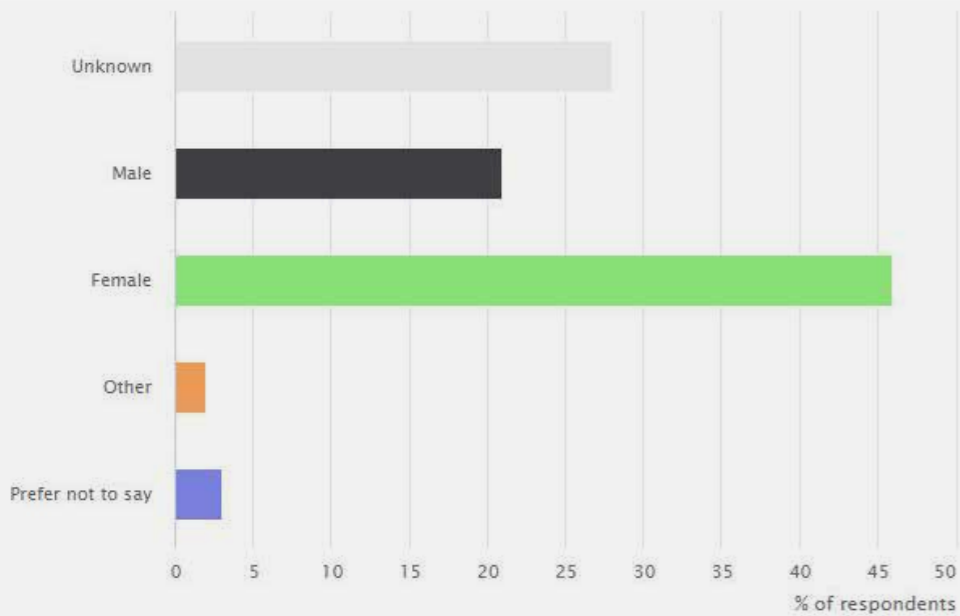
DIGITAL ENGAGEMENT (cont)

In addition to the project specific questions, responders also provided information about their demographics.

ETHNICITY

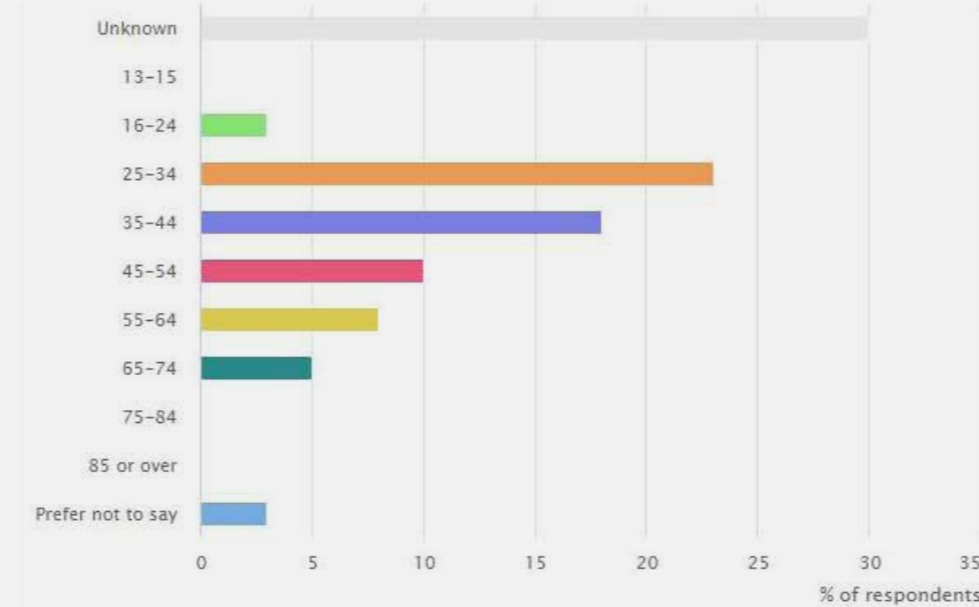


What is your gender?



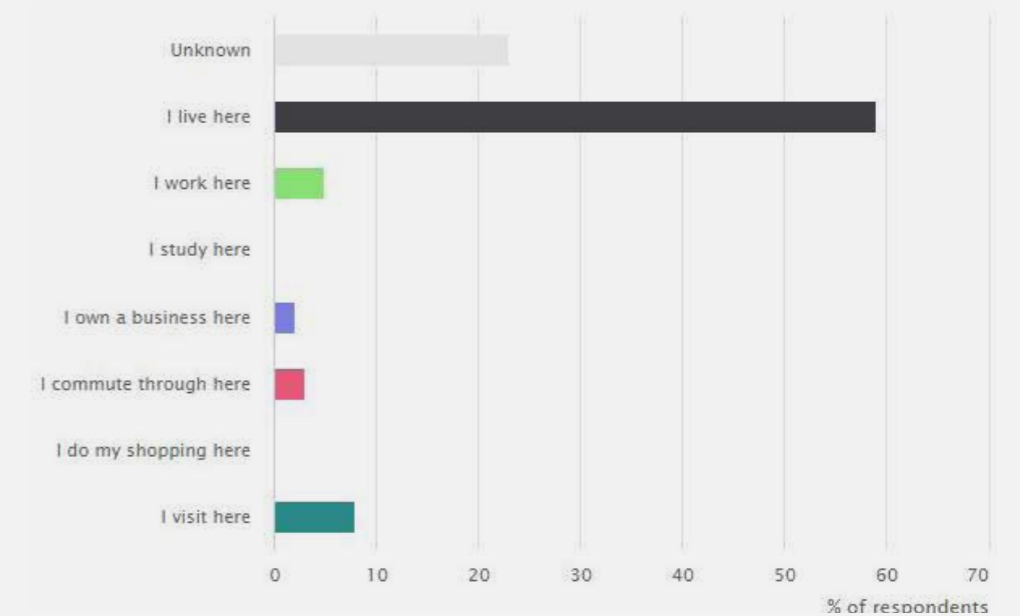
46% of respondents identify as female with 21% of responses from males. 5% of the response either identified as other or preferred not to say. The remainder did not provide a response.

What is your age group?



23% of the respondents are within the 25 to 34 age group, 18% were between 35 and 44 and 10% aged 55 to 64. There were no responses from anyone under the age of 15 and only 3% of the 16 to 24 age group provided input.

What is your connection to the area?



Information provided within the digital engagement demonstrates a large proportion of people that provided a response are living within the area (59%).

996
Visitors

An individual person who visited a Commonplace website. If a person used multiple devices, they may be counted as several visitors.

66
Respondents

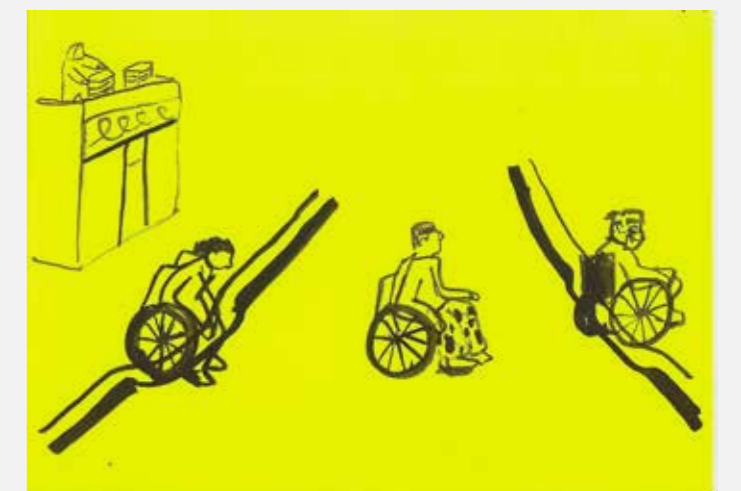
A person who contributed to a Commonplace website by either adding a comment or an agreement.

89
Comments

A comment is a contribution that someone made to express their opinion.

157
Agreements

An agreement is a one click interaction to agree with an existing comment.

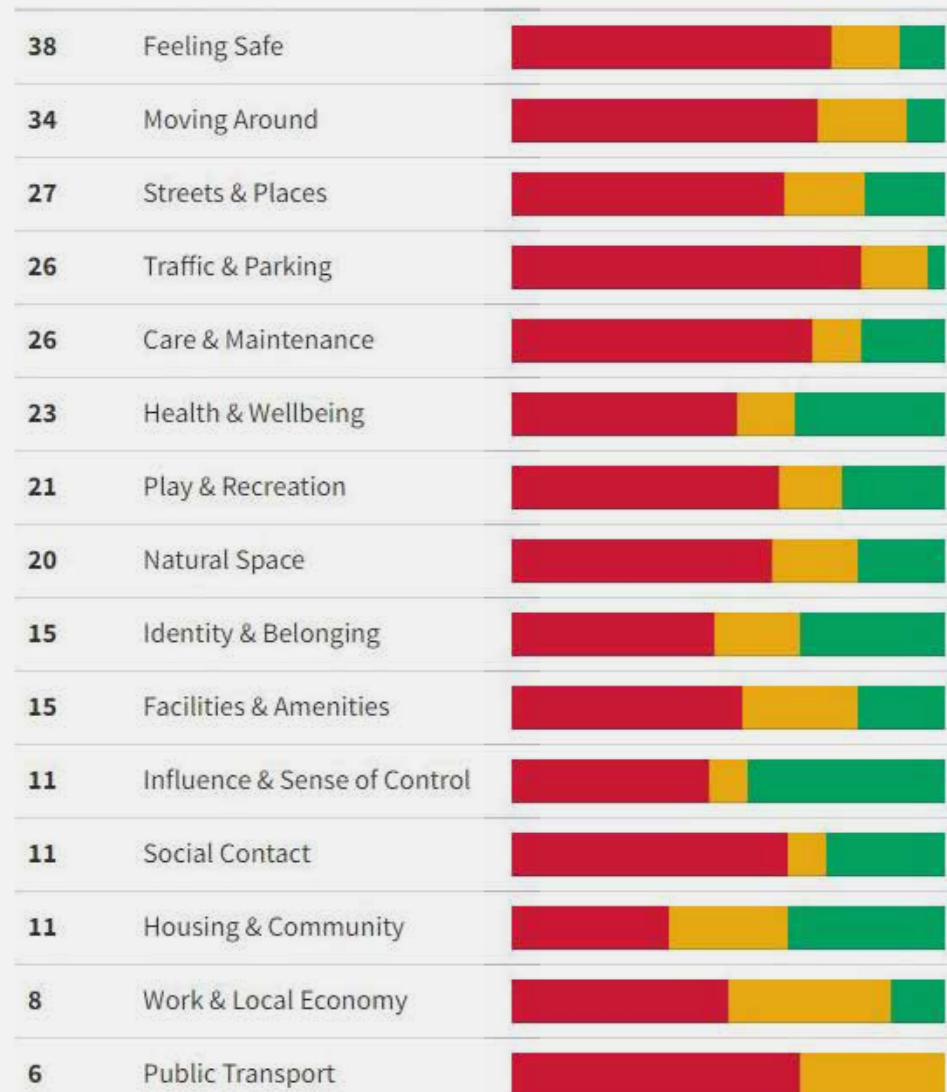


The graphs below illustrate the sentiment as a percentage of total responses.

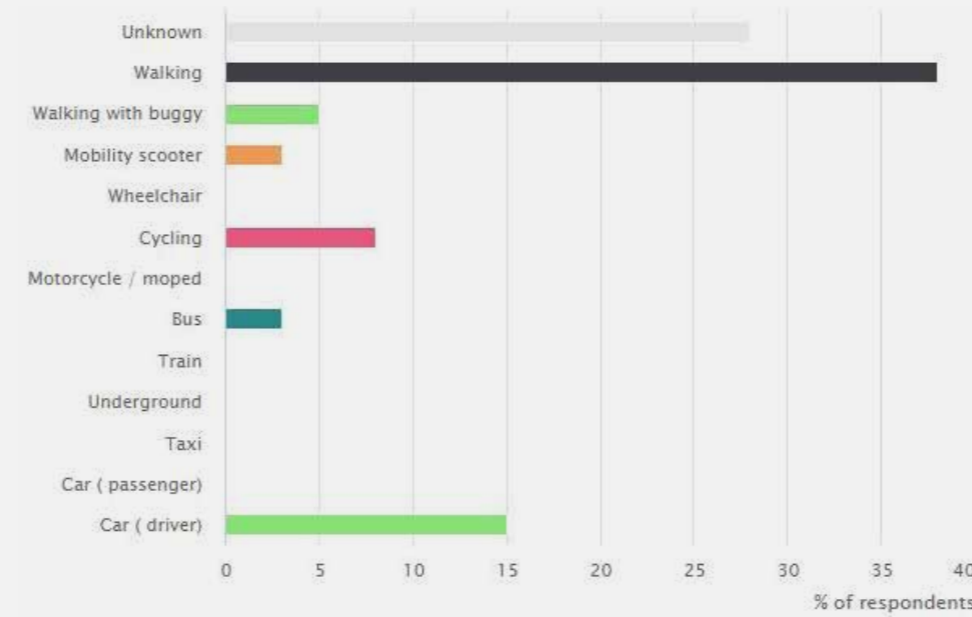
Which of the following LN themes concern you?



What would you like to comment on?

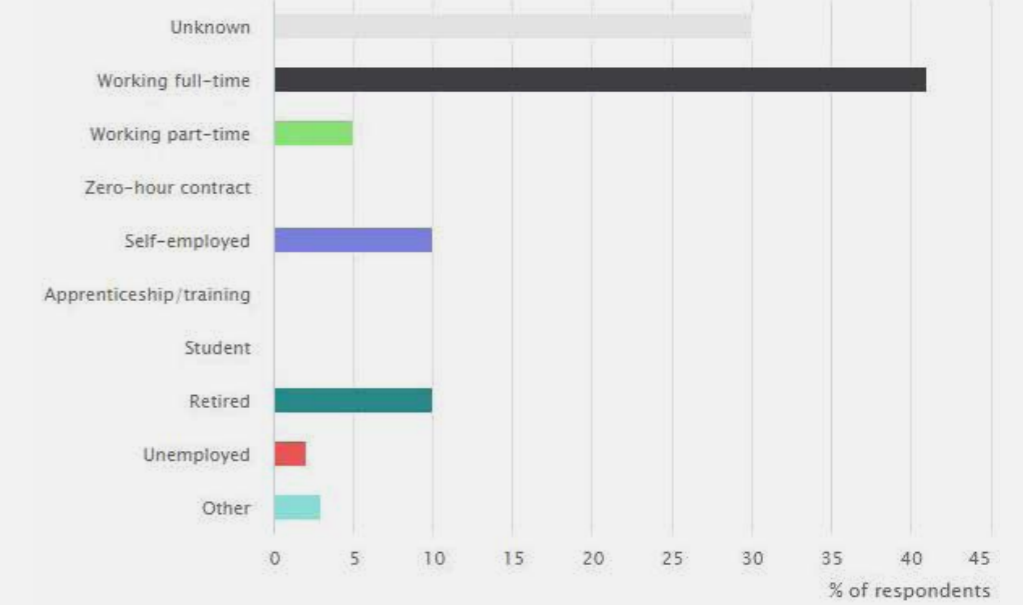


How do you normally travel around the area?



The graph illustrates that a high percentage of the respondents walk around their neighbourhood (38%) and 15% travel by car. It's not surprising that only 8% of people cycle as the infrastructure is poor. However only 3% of the respondents use the bus, the same amount that also use a mobility scooter.

What is your employment status?



In total 51% of the respondents are either self-employed or in full-time employment. 5% are working in part time employment and 10% are retired.



TIMELINE	EVENT
SEPTEMBER	06 Meeting with My Shawlands
	08 Meeting with MoFloCoCo
	22 Meeting with St Theras Parent Council, Head Teacher to discuss LN and Safe Routes to School
	30 Commonplace Digital Engagement Platform launched for both LN areas
OCTOBER	08 On-the-street engagement LN north areas - Possilpark Town Centre (Saracen Street) and Wester Common (Courtyard Pantry) LN south areas - Battlefield (Sinclair Drive) and Toryglen (Glenmore Avenue)
	09 On-the-street engagement LN south areas - Langside Halls public square and Mount Florida (Bolton Drive / Clincart Rd) LN north areas - Ruchill Community Centre, Bilsland Drive and Possilpark (Bardowie Street Playground)
	14 PeKu On-line engagement event
	22 Drop in Event Possilpark , Bardowie Hall and Young Peoples Futures at Back Garden Hawthor Housing Coop
	27 Drop in Event Toryglen Community Base
	28 Drop in Event Possilpark Parish Church, Saracen St



Continuing Engagement

The engagement time line which commenced in September 2021 is illustrated here.

The engagement to date has highlighted concerns around the key themes and the local neighbourhoods. It has also informed the focus areas defined in the following chapter where potential interventions to mitigate some of the issues begin to be discussed.

More detail around the digital engagement comments and reflection on some of the on-the-street engagement is discussed further and suggested interventions are proposed.



RUCHILL
HAMILTONHILL
POSSILPARK
PORT DUNDAS
COWLAIRES